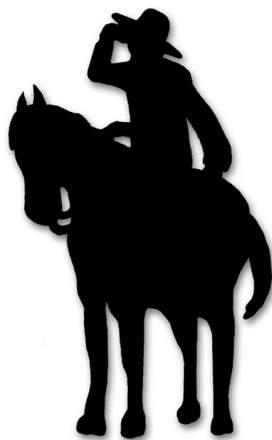


HICKMAN MILLS

AREA PLAN



KANSAS CITY
MISSOURI



Adopted April 12, 2007

RESOLUTION NO. 070353

Approving the Hickman Mills Area Plan as a guide for the future development and public investment within the area bounded by 87th Street/Raytown city limits on the north, 71 Highway on the west, Grandview city limits on the south and Raytown Road on the east; designating the Hickman Mills Area Plan as the plan of record for this area; and repealing and replacing those portions of the South Development Area Plan, the Blue Ridge Corridor Plan, the Longview Lake Land Use Plan and the Longview Area Plan which are within the area described above. (657-S, 371-S-21, 403-S-2, 318-S-9, 253-S-7)

WHEREAS, the stakeholders of the Hickman Mills Area in conjunction with the City Development Department have conducted a study delineating the characteristics of the Hickman Mills Area; and

WHEREAS, as a result of said study, the City Development Department has proposed a framework for the orderly development within the Hickman Mills Area; and

WHEREAS, said framework provides a guide for future development and redevelopment of the area, for specific and general policies to guide future decisions, and for identification of public and private needs throughout the community and possible solutions to those needs; and

WHEREAS, the Hickman Mills Area Plan has incorporated the policies of the FOCUS Kansas City Plan and other appropriate planning documents; and

WHEREAS, the policies within the Hickman Mills Area Plan, which will serve as the plan of record for this area, are consistent with the policies of the FOCUS Kansas City Plan and any future amendments to the Hickman Mills Area Plan should be guided by and comply with the policy direction set forth in the FOCUS Plan; and

WHEREAS, the City Development Department has incorporated its findings in the Hickman Mills Area Plan; NOW, THEREFORE,

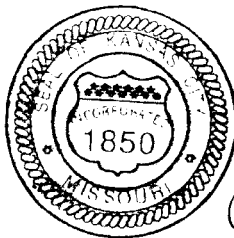
BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the Hickman Mills Area Plan is hereby adopted as a guide for the future development public investments for that area generally bounded by 87th Street/Raytown city limits on the north, 71 Highway on the west, Grandview city limits on the south and Raytown Road on the east. A copy of the Hickman Mills Area Plan is attached hereto, in substantial form, and is hereby approved.

RESOLUTION NO. 070353

Section B. That the Hickman Mills Area Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

Section C. That the Council finds and declares that before taking any action on the proposed Hickman Mills Area Plan hereinabove, all public notices have been given and hearings have been had as required by law.



Authenticated as Passed

Kay Barnes
KAY BARNES, Mayor

Vickie Thompson
City Clerk

DATE PASSED APR 12 2007

CREDITS

and acknowledgements



Hickman Mills

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Chair: Mr. Ron Yaffe	Ms. Ramonda Doakes	Pastor Ron Lindsay
Mr. Lou Austin	Ms. Cheryl Farris	Ms. Carol McClure
Bishop Larry Aiken	Ms. Shirley Fox Dobbins	Mr. David Odneal
Mr. Ken Bonar	Mr. Mike Graf	Mr. Dennis O'Neill
Mr. Bill Boucher	Mr. John Hartman	Ms. Carol Owsley
Ms. Barb Engel	Ms. Margie Haugh	Mr. Mike Pursell
Mr. Bill Copeland	Ms. Carol Houcks	Ms. Carole Sanders
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Prepared for:

Kansas City, Missouri, City Planning
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executive SUMMARY



Hickman Mills

The *Hickman Mills Area Plan* is a planning guide designed to achieve the community's vision of a connected and sustainable area with development that supports healthy neighborhoods. As such, the Plan is intended to:

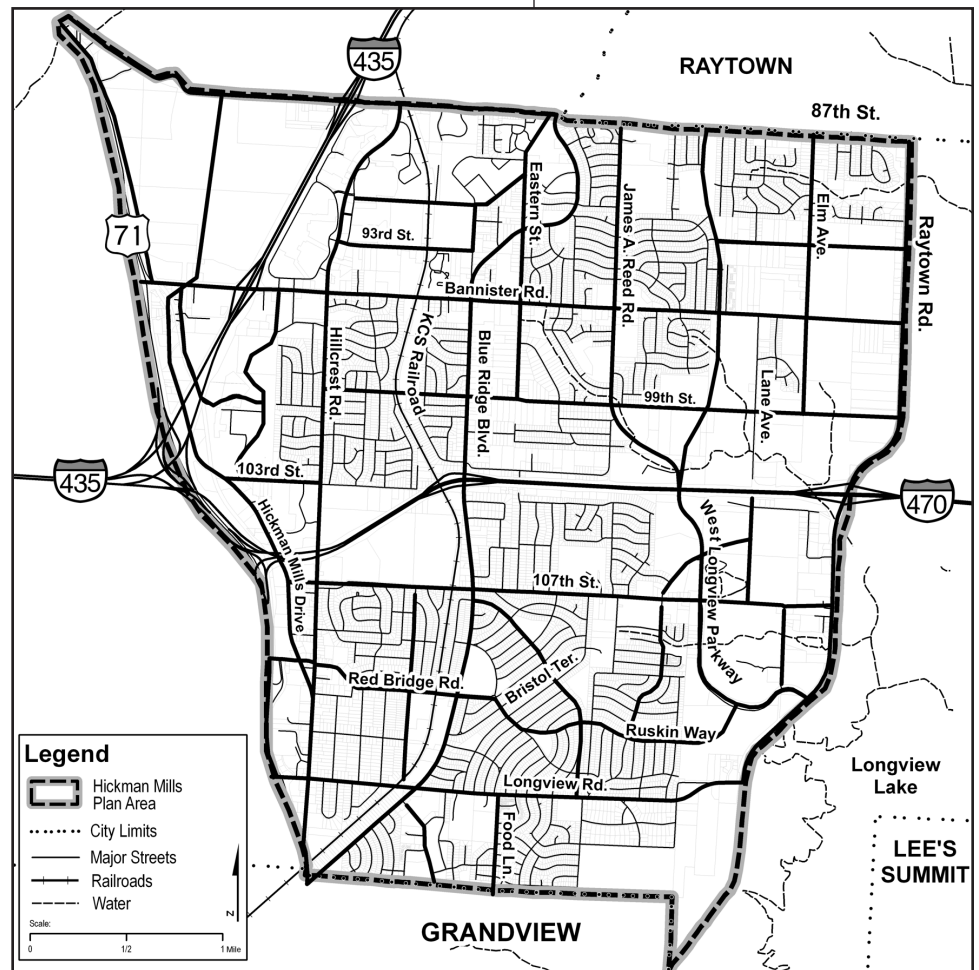
- Provide a strategy for public infrastructure investments;
- Identify design guidelines to reinforce and enhance the Plan Area's unique districts and sense of place;
- Provide a strategy for transportation improvements that balances all modes;
- Guide future land use, development and zoning;
- Serve as a resource for developers, property owners, business owners, residents and interested citizens;
- Provide a strategy to revitalize existing neighborhoods and housing;
- Incorporate "sustainable" approaches to development to mitigate storm water impacts and to enhance natural areas;
- Outline an action plan for implementation.



The Hillcrest Community Center is an anchor for the Hickman Mills Area.

Boundaries

- North: 87th Street/Raytown City Limits
- South: Grandview City Limits
- East: Raytown Road
- West: US 71



Hickman Mills Planning Area



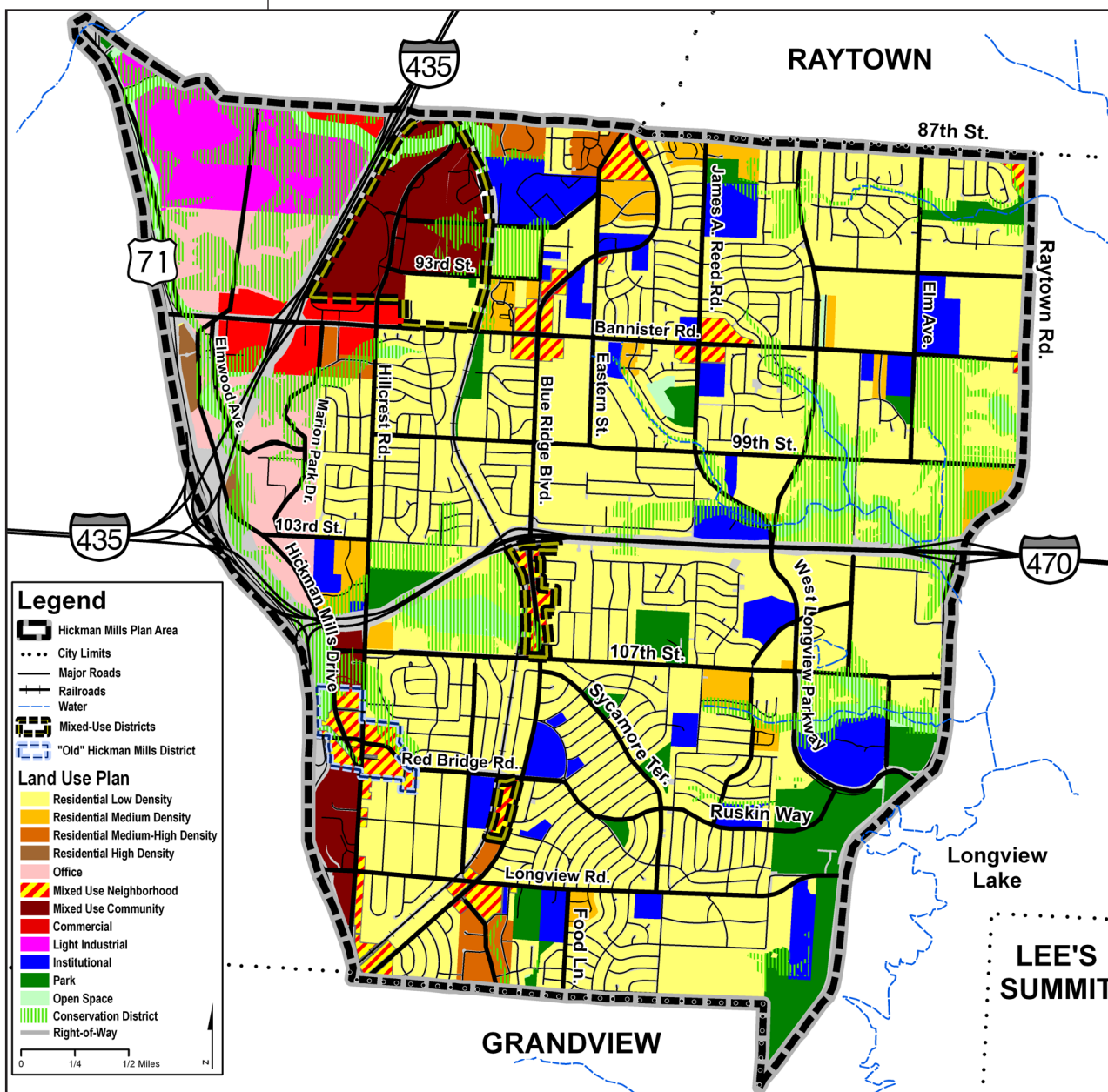


Hickman Mills

Key Recommendations

LAND USE AND DEVELOPMENT

- New development should be compatible in terms of design, density, massing and scale to adjacent properties.
- Infill development and redevelopment should be well integrated with existing development and the natural environment.
- Expansion of commercial zoning for new retail should be strongly discouraged.
- Incentives for retail uses should be targeted to existing nodes on Bannister Road, Blue Ridge Boulevard and Hickman Mills Drive.
- Future development will emphasize storm water detention and flood control/mitigation approaches which enhance environmental stewardship and natural resource preservation according to the goals and objectives of the City's *Wet Weather Solutions Program*.



Hickman Mills
Land Use
Guide



executive SUMMARY

LAND USE CATEGORIES

The Land Use Map (shown on the previous page) and land use categories (described below) are intended to serve as a guide for future growth and development within the Plan Area by outlining recommended uses and densities. These designations are for planning purposes and do not represent a change to existing zoning.



INDUSTRIAL: Intended to accommodate light manufacturing, warehousing, wholesale storage, distribution centers as well as office parks and other less intensive industrial uses.



OFFICE: Intended to accommodate professional, administrative and corporate office uses.



COMMERCIAL: Intended to accommodate large-scale commercial development targeted in designated areas along major arterials with highway access.



MIXED-USE COMMUNITY: Intended to accommodate a mix of community-scale retail, service and residential uses designed to enhance the pedestrian environment.



MIXED-USE NEIGHBORHOOD: Intended to accommodate a mix of neighborhood-scale retail, service and residential uses.



Hickman Mills





RESIDENTIAL HIGH: Allows single-family homes, town homes, duplexes and apartments up to 29 units per acre.



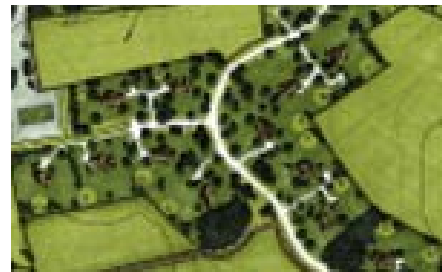
Residential Medium-High: Allows single-family homes, town homes, duplexes and apartments up to 17.4 units per acre.



RESIDENTIAL MEDIUM: Allows single-family homes, town homes, duplexes and apartments up to 8.7 units per acre.



RESIDENTIAL LOW: Primarily intended for single-family detached residential development up to 5.8 units per acre.



CONSERVATION RESIDENTIAL: These districts allow a variety of residential densities and building types in exchange for 60% open space preservation. These open spaces are intended to provide amenities for residents, preserve environmentally sensitive resources as well as reduce storm water runoff and water pollutants.



PUBLIC/SEMI-PUBLIC: Includes a variety of public and quasi-public uses and facilities including but not limited to: schools, churches, and public facilities.



PARKS/OPEN SPACE: Intended to accommodate active and passive park lands, trails, recreation uses, and environmentally sensitive areas.

OPEN SPACE/BUFFER: Consists of lands that are reserved from development, including areas within and surrounding creeks, streams, floodplains, woodlands and severe slopes.



executive SUMMARY

HOUSING AND NEIGHBORHOODS

- Target strategies and recommendations to address specific needs:
 - > Strengthen stable neighborhoods.
 - > Stabilize declining neighborhoods.
 - > Revitalize distressed neighborhoods.
- Address property maintenance issues:
 - > Establish a pilot rental licensing program.
 - > Require an inspection for all foreclosures to be completed before the property is sold to an owner-occupied tenant and prior to occupation.
 - > Target code enforcement efforts.
- Encourage home ownership:
 - > Target incentives such as tax abatements and other programs.
 - > Educate prospective home buyers about predatory lending practices.
 - > Develop workshops to demonstrate the application of the *Idea Book*.
- Redevelop neighborhood commercial centers:
 - > Aggressively pursue new niche markets including neighborhood and specialty retailers.
- Reverse declining income:
 - > Reward housing projects that foster mixed-income neighborhoods.
 - > Ensure that incentives are substantially addressing neighborhood revitalization needs.
 - > Provide incentives to ensure a jobs/housing balance.
- Address basic infrastructure needs:
 - > Investigate use of innovative financing programs such as Community Improvement Districts (CIDs) or Neighborhood Improvement Districts (NIDs) to fund infrastructure improvements within neighborhoods.
 - > Target basic infrastructure improvements based upon neighborhood needs.
- Protect neighborhoods from encroaching development by establishing Neighborhood Conservation Districts.
- Establish a housing demonstration project within a distressed area to completely transform one block to demonstrate the impact of improvements within the area.
- Establish benchmarks to measure the Plan's progress over the next ten years.



Typical post-war neighborhood.



Neighborhood street without curbs.



Neighborhood street with deteriorating curbs.





Hickman Mills



Gateways should be incorporated at major intersections throughout the Plan Area.



Transportation improvements are necessary to allow the safe movement of pedestrians and cyclists.

URBAN DESIGN

- Incorporate gateways at the corners of major intersections within districts, major commercial developments and neighborhoods.
- Enhance “image” streets by removing visual clutter and enhancements such as street trees and improved landscape.
- Reinforce Blue Ridge Boulevard as the “central spine” of the area through streetscape improvements and urban design enhancements.
- Reconnect to, rediscover and promote the area’s historic roots through enhancement of the “Old” Hickman Mills District and Red Bridge Road.

TRANSPORTATION

- Promote a “balanced” transportation system that considers the needs of vehicles, public transit, pedestrians and bicycles.
- Build and maintain an economical roadway network.
- Identify a connected trail and bicycle network.
- Target walkability improvements within needed areas.
- Pay tribute to the area’s connection to the Santa Fe, Oregon and California historic trails heritage.

INFRASTRUCTURE

- Coordinate infrastructure improvements in order to maximize efficient use of public funds.
- New development, infill development and redevelopment projects will emphasize innovative stormwater detention and flood control/mitigation approaches.
- Neighborhoods will be encouraged to become proactive in storm water management through the use of rain gardens and rain barrels or cisterns.
- Where feasible, all homes will be connected to the City’s sanitary sewer system.

IMPLEMENTATION

- The *Hickman Mills Plan Oversight Committee* will:
 - > coordinate with the City on development and design review of new projects based on the Land Use Plan and Design Guidelines; projects identified within the Plan;
 - > assist the City with implementing the Plan housing and neighborhood recommendations; and
 - > seek funding for major urban design, transportation and infrastructure projects identified within the Plan.



INTRODUCTION

The first chapter of the *Hickman Mills Area Plan* or “the Plan” provides the vision statement, plan purpose, location of the planning area, a summary of the process and an overview of the proceeding chapters.

Vision Statement

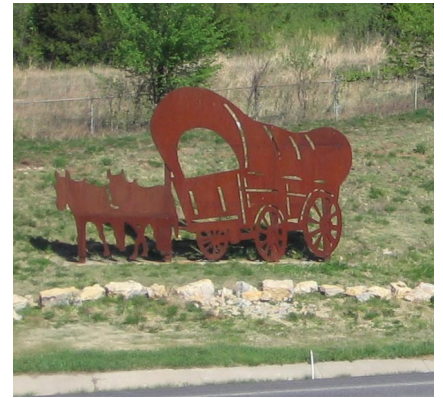
The Hickman Mills Area will:

- Be a community with stable neighborhoods with a broad range of housing products to meet the needs of multiple demographic groups;
- Have vibrant commercial areas that serve the communities’ needs and blend harmoniously with adjacent residential neighborhoods;
- Provide high quality education opportunities;
- Offer a balance of transportation choices by providing a connected network of roads, trails, sidewalks, improved bike routes and access to transit;
- Have enhanced transportation corridors, image streets and public spaces that reinforce the area’s sense of place;
- Offer employment opportunities for area residents;
- Be a sustainable “green” community; and
- Be improved to City infrastructure standards.

Plan Purpose

The Plan will:

- Serve as the “Plan-of-Record” for the area;
- Provide a strategy for public infrastructure investments;
- Identify design guidelines to reinforce and enhance the Plan Area’s unique districts and sense of place;
- Provide a strategy for transportation improvements that balances all modes;
- Guide future land use, development and zoning;
- Serve as a resource for developers, property owners, business owners, residents and interested citizens;
- Provide a strategy to revitalize existing neighborhoods and housing;
- Incorporate “sustainable” approaches to development to mitigate storm water impacts and to enhance natural areas; and
- Outline an action plan for implementation.



The corten steel cutouts along I-435 provides an aesthetic enhancement and pays homage to the area's historic roots.

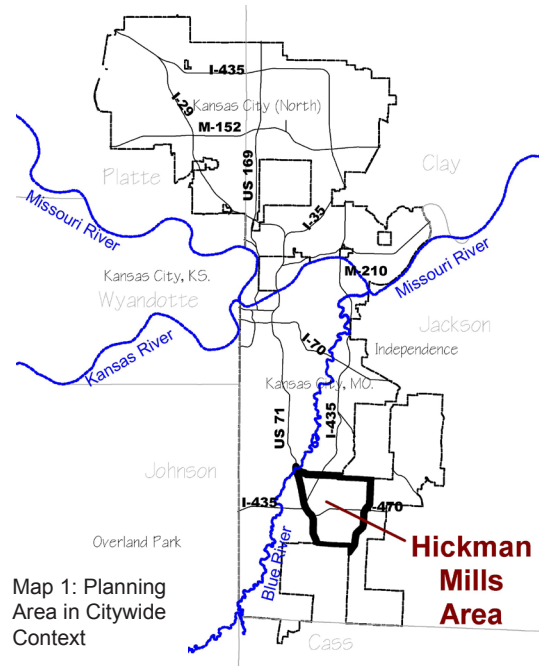


Hickman Mills

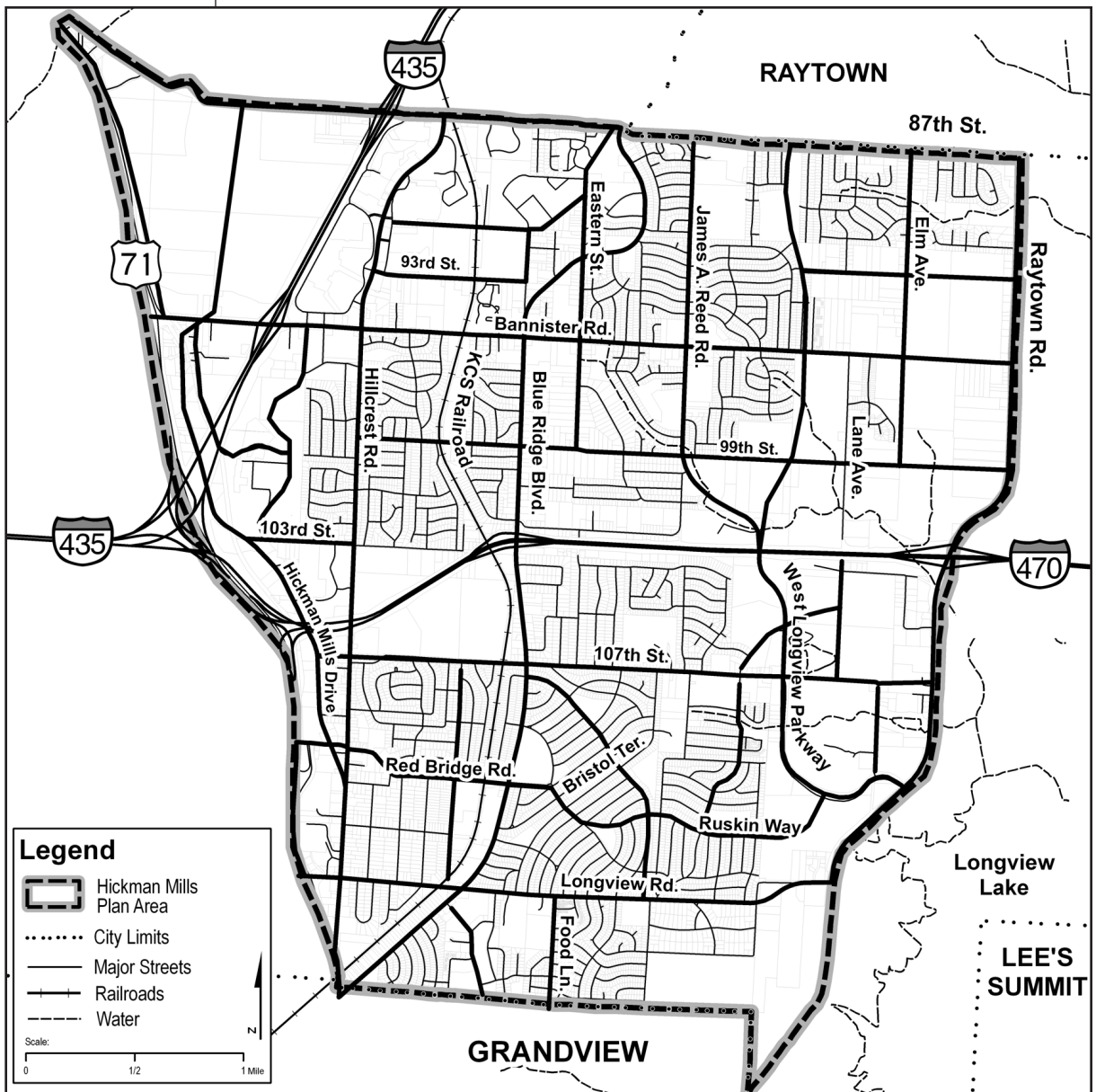
Planning Area

The Hickman Mills Planning Area encompasses fifteen neighborhoods within the Sixth Council District of Kansas City, Missouri. The planning area boundary is:

- North: 87th Street/
Raytown City Limits
- South: Grandview
City Limits
- East: Raytown Road
- West: US 71



Map 1: Planning
Area in Citywide
Context



Map 2:
Hickman
Mills
Planning
Area

INTRODUCTION

Plan Process

Planning is a process by which a community assesses what it is and what it wants to become, then decides how to make it happen. Specifically, planning guides public policy decisions on land use, infrastructure, public services and zoning.

In order to be successful, a Plan must address the community's primary issues. Therefore, public participation is essential. This Plan's concepts, direction and final recommendations are a result of an inclusive public process that identified and addressed the Plan Area's weaknesses, challenges, strengths and opportunities. The public process included an active Steering Committee, Work Teams and formal public workshops.

STEERING COMMITTEE

To start the process, the Mayor appointed a Steering Committee representing the wide-range of interests in the Plan Area. The Steering Committee provided guidance, input and direction to the project team and City staff throughout the planning process. This Committee represented a mixture of property owners, business owners, public officials, residents and interested citizens.

TECHNICAL ADVISORY COMMITTEE

Comprised of City staff as well as representatives from the Missouri Department of Transportation (MoDOT), Kansas City Area Transit Authority (KCATA) and the Mid-America Regional Council (MARC), this group provided technical support and guidance throughout the process.

WORK TEAM MEETINGS AND PUBLIC WORKSHOPS

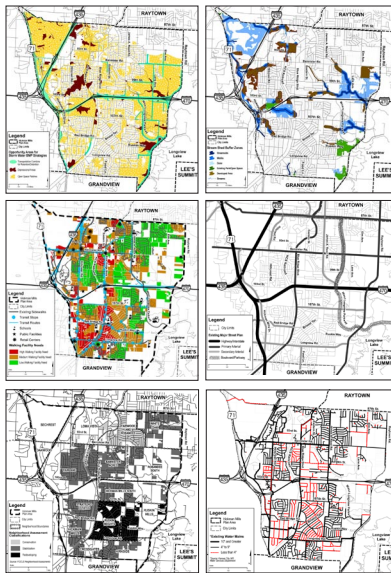
A number of public workshops were held throughout the process. Each of these workshops were designed to promote an open dialogue between citizens, the project team and City staff to maximize public input. The initial public workshop included Work Teams organized by neighborhood type as identified by the ***FOCUS Neighborhood Assessment*** process. During the second and third Work Team meetings, participants were organized by topic areas: housing and



The Work Team meetings were designed to promote an open dialogue between the public, City staff and the project team.



Hickman Mills



The Plan recommendations are based upon a thorough analysis of existing conditions.

neighborhoods; transportation and infrastructure; urban design and image and land use and development. During these meetings, the public identified preliminary issues as well as guiding principles. At subsequent workshops, participants confirmed issues and helped to shape the plan direction and recommendations.

ANALYSIS

The *Hickman Mills Data Book* provides a detailed analysis of housing and neighborhood conditions, market trends as well as walkability, transportation and infrastructure conditions, future needs and other supporting information. This provided a frame of reference for the Plan vision and the foundation for the Plan's recommendations.

Plan Organization

The Plan is organized into the following sections:

- **Executive Summary**
Overview of the Plan vision, key concepts and major recommendations.
- **Chapter 1: Introduction**
Plan purpose, vision, process and organization.
- **Chapter 2: Land Use and Development**
Land use guiding principles, recommendations and design guidelines for key areas.
- **Chapter 3: Housing and Neighborhoods**
Housing guiding principles, recommendations, priorities and benchmarks.
- **Chapter 4: Urban Design Framework**
Urban design guiding principles, design guidelines within the public right-of-way and streetscape recommendations for Blue Ridge Boulevard and Red Bridge Road.
- **Chapter 5: Transportation**
Transportation guiding principles, recommendations and priorities for all modes including roadway, transit, bicycles and pedestrians.
- **Chapter 6: Infrastructure**
Infrastructure guiding principles, recommendations and priorities.
- **Chapter 7: Implementation**
Identifies potential phasing, financing and provides guidance for implementing the Plan recommendations.

LAND USE and development

Introduction

The chapter provides a guide for future development within the Plan Area which is based in economic reality and balances protection of neighborhoods, the natural environment, infrastructure considerations and the area's existing character with the need to create jobs and improve economic conditions.

Key Issues

The following issues were identified by Work Team participants and developed through an analysis of existing conditions:

COMMERCIAL VACANCIES

- The commercial vacancy rate within the Plan Area is approximately 50 percent, including most of the Bannister Mall site. The Wal-Mart Supercenter across from the mall closed in January 2007.

OPEN ZONING

- A majority of the older commercial corridors are in open zoning districts, where the City has less control over the redevelopment of the property. There is a concern among participants about vacant commercial uses converting to night clubs, car lots and other unwanted uses with no opportunity for community review or input.

UNDEVELOPED AREAS

- There are significant pockets of undeveloped land within the Plan Area; 558-acres of which are zoned for Agriculture. Residents adjacent to these areas want some certainty about the compatibility of development that may occur within these areas.

NEIGHBORHOOD ENCROACHMENT

- Participants are concerned about encroaching commercial and multi-family development within established single-family neighborhoods.

ENVIRONMENTAL IMPACTS OF DEVELOPMENT

- Participants are concerned about the impacts of new development on storm water run-off and water quality. Additionally, participants would like to protect natural habitats.



There are numerous commercial vacancies throughout the Plan Area.



Residents are concerned about what will happen on undeveloped tracks.



Hillcrest Bank, located at the intersection of Bannister Road and Hillcrest Road, is an example of quality development.



Marion Business Park is an important employment anchor.

Guiding Principles

To address these issues, the following guiding principles were identified by Work Team participants:

PROMOTE COMPATIBLE GROWTH

- New development should be compatible in terms of design, density, massing and scale to adjacent properties.
- Infill development and redevelopment should be well integrated with existing development and the natural environment.
- New development on large vacant properties should transition in increasing height and density away from adjacent lower intensity development.
- Prohibit multi-family development within established single-family residential areas.
- Limit commercial expansion into established residential areas along major corridors.

PROMOTE QUALITY DEVELOPMENT

- New industrial, commercial and office development should be designed with a high level of architectural detail, innovative design and high quality materials.
- New development and infill development within the “Old” Hickman Mills District (shown on the Land Use Plan map on the following page) should be consistent in character with established historic properties and surrounding residences.

PROMOTE ECONOMIC DEVELOPMENT

- New development should help create local jobs.
- Expansion of commercial zoning for new retail should be strongly discouraged.
- Incentives for retail uses should be targeted to existing key nodes on Bannister Road, Blue Ridge Boulevard and Hickman Mills Drive as identified on the Land Use Plan map on the following page.

PROMOTE SUSTAINABLE DEVELOPMENT

- Future development will emphasize stormwater detention and flood control/mitigation approaches which enhance environmental stewardship and natural resource preservation according to the goals and objectives of the City’s *Wet Weather Solutions Program*.
- Sustainable materials should be encouraged within new industrial and office development.
- New development should be prioritized within infill areas or areas that are contiguous to existing development to utilize existing infrastructure.



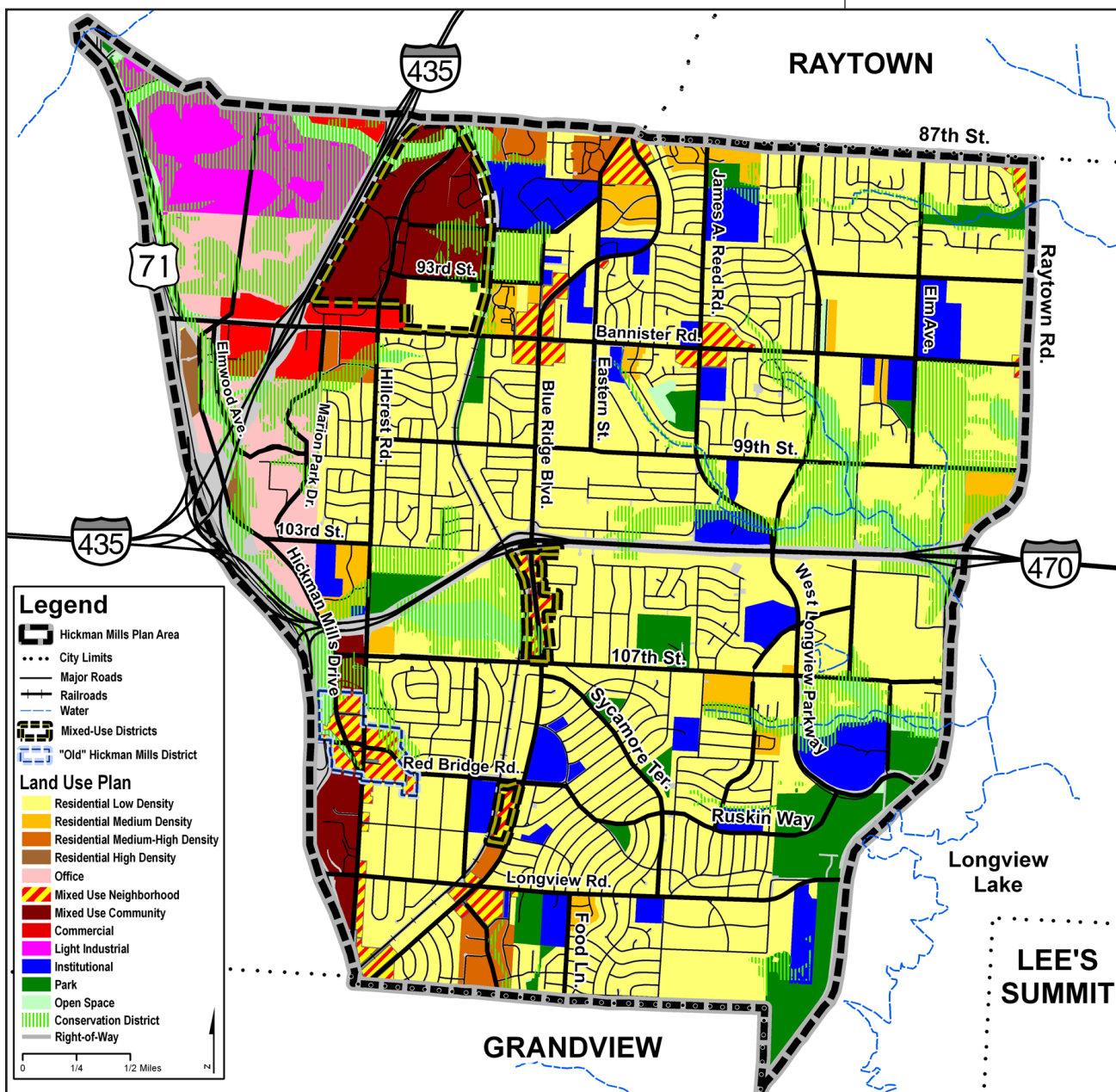
LAND USE and development



Hickman Mills

Land Use Plan

This plan provides a framework for future development decisions within the Plan Area. The Land Use Plan, shown below, is based upon the values and aspirations of area residents, property owners, business owners and others who participated in the Plan Process. The land use categories and definitions are described on the proceeding pages.





Hickman Mills



Light Industrial



Office



Commercial



Mixed-Use Community



LAND USE CATEGORIES AND DEFINITIONS

The following land use descriptions serve as a guide for future growth and development within the Plan Area by outlining recommended uses and densities for each category. The land use designations are for planning purposes and do not represent a change to existing zoning.

- **LIGHT INDUSTRIAL:** Primarily intended for industrial uses that may include light manufacturing, warehousing, wholesale storage, distribution centers, office parks and will allow on-site customers and other less intensive industrial uses. These areas are intended to promote the economic viability of industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas. This land use classification will correspond with the M1 zoning category within the new zoning ordinance.

Uses not allowed include:

- > new quarrying operations; and
- > heavy industries with potentially noxious uses.

- **OFFICE:** Primarily intended to accommodate professional, administrative and corporate office uses (uses that require a large amount of public interface should be reserved for Commercial and Mixed-Use areas). This land use classification will correspond with the O1 and O2 zoning categories within the new zoning ordinance.

- **COMMERCIAL:** Primarily intended to accommodate "heavier" commercial activities and/or operations that are not found in or compatible with mixed-use or neighborhood oriented environments. This land use classification will correspond with the "C" zoning category within the new zoning ordinance. Includes large-scale commercial development targeted in designated areas along major arterials with highway access.

Allowed uses include:

- > large-scale commercial including big-box retail centers and regional-scale grocery stores;
- > sit-down and drive-through restaurants; and
- > convenience retail uses including drug stores, banks, card shops etc.

Uses not allowed include:

- > industrial uses or uses involving outdoor storage;
- > adult oriented businesses; and
- > bars or nightclubs.

- **MIXED-USE COMMUNITY:** Primarily intended to accommodate and promote a variety of community-serving retail sales or service uses generally of a higher intensity and larger scale than what is allowed in Mixed-Use Neighborhood areas. Includes a mix of business and residential uses designed to enhance the pedestrian environment of the community. This land use classification will correspond with the B3 zoning category within the new zoning ordinance.

Uses not allowed include:

- > heavy industries with potentially noxious uses; and
- > adult oriented businesses.

LAND USE

and development

- **MIXED-USE NEIGHBORHOOD:** Primarily intended to accommodate and promote neighborhood-serving retail sales or service uses, as well as mixed-use development consisting of businesses used on a building's lower floors and residential uses on upper floors. This type of vertical, mixed-use development that includes a variety of business and residential choices should enhance the pedestrian environment of the community. Encouraging residential development in mixed-used areas provides increased housing choice and promotes higher density housing. This land use classification will correspond with the B1 and B2 zoning category within the new zoning ordinance.

Allowed uses include:

- > small-scale retail including specialty apparel shops and neighborhood grocery stores;
- > sit-down restaurants;
- > convenience retail uses including drug stores, banks, etc.;
- > professional office and services;
- > institutional uses including churches, libraries, community centers etc; and
- > mixed density residential uses including detached and attached units ranging in density from 4 to 12 dwelling units per acre.

Discouraged uses include:

- > nightclubs and bars selling alcohol; and
- > drive-through uses that limit pedestrian connectivity.

- **RESIDENTIAL HIGH:** Includes small lot single-family development, town homes, duplexes and apartments up to 29 units per acre. This land use classification will correspond to the R1.5 zoning category within the new zoning ordinance. Includes mid-rise residential development located adjacent to employment areas.

Allowed uses include:

- > apartments; and
- > for-sale condominiums are encouraged.

- **RESIDENTIAL MEDIUM-HIGH:** Includes small lot single-family development, town homes, duplexes and apartments up to 17.4 units per acre. This land use classification will correspond to the R2.5 zoning category within the new zoning ordinance. Includes attached and detached residential development at a variety of densities.

Allowed uses include:

- > garden apartments, town homes and duplexes; and
- > for-sale condominiums are encouraged.



Hickman Mills



Mixed-Use Neighborhood



Residential High



Residential Medium-High



Hickman Mills



Residential Medium



Residential Low



Conservation Residential

- **RESIDENTIAL MEDIUM:** Intended for a variety of building types that allows up to 8.7 units per acre. This land use classification will correspond to the R.5, R.6, and R7.5 zoning categories within the new zoning ordinance.
- **RESIDENTIAL LOW:** Primarily intended for single family detached residential development, but allows a variety of residential building types up to 5.8 units per acre. This land use classification will correspond to the R7.5 and R-10 zoning categories within the new zoning ordinance.
- **CONSERVATION DISTRICT:** Conservation Districts are intended to encourage flexibility in design standards (example: reduced lot sizes or increased density) in exchange for 60% open space preservation. These areas will allow a variety of uses and residential densities and building types (consistent with the underlying recommended land use). These areas will provide additional open space and recreational amenities for residents, preserve environmentally sensitive resources as well as reduce stormwater runoff and water pollutants. This land use classification will correspond with the Conservation Development option for “R” Districts within the new zoning ordinance.
- **INSTITUTIONAL:** Areas designated as Institutional include a variety of public and quasi-public uses and facilities including but not limited to: schools, churches, and public facilities that are government owned. More intensive uses like hospitals, and large government office buildings should be limited to appropriate non-residential areas. Notable uses include the Hillcrest Community Center, the Baptist Education Center and Little Sisters of the Poor.
- **PARKS:** Public or private land reserved for parks and parkways and is intended to accommodate active and passive parklands, trails, recreation uses, environmentally sensitive areas, or any other lands reserved for permanent open space purposes.
- **OPEN SPACE/BUFFER:** Consists of private or public lands that are in some way either temporarily or permanently reserved from development, including lands unsuitable for development. Includes creeks and stream buffers, floodplains, woodlands, severe slopes, and buffer zones around such natural resources (areas difficult for development due to topography, hydrology, aged woodlands, archeological findings, etc.).
- **MIXED-USE DISTRICTS:** These districts provide a variety of possible activities for people at varied stages of life and of diverse economic means all within a walkable, “thematic unit” that is distinctive from surrounding areas. The 3-Trails Village District is an example of an emerging mixed-use district with a distinctive identity. Design guidelines for these areas are shown on page 17.
- **“OLD” HICKMAN MILLS DISTRICT:** This district, located around the intersection of Red Bridge Road and Hillcrest Road, is defined by its historic buildings and ties to the community’s past. Design guidelines for this area are shown on page 18.

LAND USE and development

Design Guidelines

The physical appearance of development is a major factor in determining public perceptions of an area. Throughout the Plan process, business owners, residents and concerned citizens expressed a desire for new development and redevelopment to reinforce and enhance the Plan Area's sense of place. The following Design Guidelines provide a framework for quality development consistent with the *Hickman Mills Area Plan* vision. Guidelines within public spaces are included in Chapter 4 (Urban Design Framework). These guidelines will be used by the City for design review of proposed development projects in the Plan Area.

AREA-WIDE GUIDELINES

These guidelines apply to all development within the Plan Area.

LANDSCAPE

The character and image of the Plan Area can be significantly affected by the quality and consistency of the of the landscape design and level of maintenance provided.

Intent:

- Provide a balance between buildings, impervious surfaces and landscaped areas.
- Enhance streets, parking lots, plazas, open space, buildings, gateways and other structures.
- Provide screening/buffering between structures, parking lots sidewalks and pedestrian paths.
- Provide screening/buffering between developments of varying intensity and scale.

Landscape Guidelines:

All development and redevelopment proposals within the Plan Area should provide a landscape plan. At a minimum, the plan should show the following:

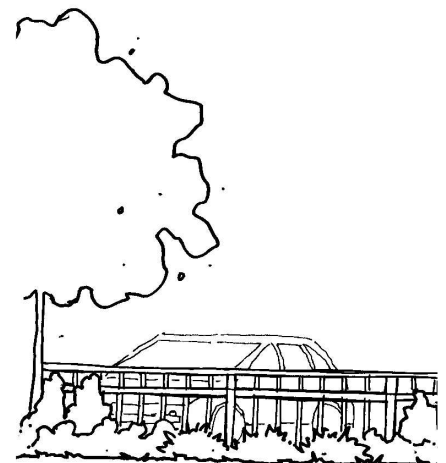
- Surface parking lots and loading areas will be screened with appropriate landscaping and/or fences or berms.
- Plant materials that are well suited to a suburban environment and local climate should be used.
- A selection of evergreen and/or deciduous plant material should be used with year-round ornamental qualities for visual interest.
- Raised planters and/or planting beds should be used adjacent to roadways where landscape is vulnerable to water splash from passing vehicles.



Hickman Mills



All developments will integrate quality landscape.



Parking lots will be screened from the adjacent sidewalk/street.



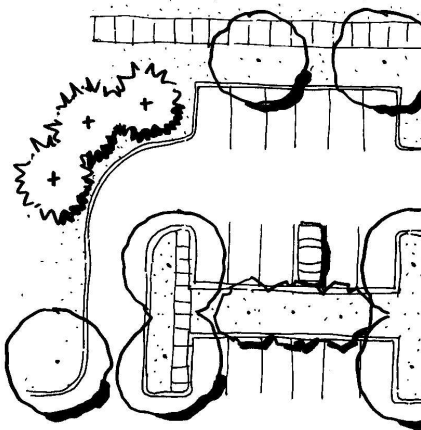
Hickman Mills



All open spaces will be accessible from a sidewalk or trail.



Open spaces may include native vegetation and could help retain storm water run-off.



Parking lots will include perimeter and interior landscaping.



OPEN SPACE

Open space, including pocket parks, plazas and courtyards should be integrated throughout the Plan Area. All areas not occupied by buildings, structures, streets, driveways and parking lots should be identified as “public spaces.”

Intent:

- Provide physical relief from large paved areas and hard surfaces designed solely for vehicles.
- Integrate public gathering spaces and open spaces within new development.

Open Space Guidelines:

- All open space areas must be accessible from a public sidewalk or trail.
- Open space areas such as pocket parks, plazas, courtyards and green spaces are to be an integral part of the overall building and site design.
- Open space areas should be designed to be safe, attractive and inviting by incorporating pedestrian lighting, public art, landscaping, trees, benches, trash receptacles, vending machines and other amenities.
- All open space areas will be well lighted and be clearly visible from the street and adjacent areas.
- Open spaces and rain gardens should be considered within part of the site design to mitigate stormwater run-off and serve as an amenity.
- Green roofs are encouraged to mitigate stormwater run-off. ¹Depending on the green roof system, the immediate storm water run-off can be reduced by as much as 50-90%.

PARKING

Convenient and accessible parking should be made available throughout the Plan Area to serve the needs of property owners, businesses, patrons, residents and visitors.

Intent:

- Parking lots should be designed to be safe, functional, aesthetically pleasing and promote user safety.

Parking Guidelines:

- Parking lots should provide a combination of perimeter and interior landscaping to screen the lot from the street, soften the area and facilitate safe pedestrian connections from the lot to adjacent buildings and amenities.
- Parking lots are encouraged to be located behind or beside adjacent buildings.
- Where parking lots abut the street edge, buildings, landscaping and/or low decorative fencing or walls should be used to enhance the street edge and visually screen the parking area.

¹*International Green Roof Association*

LAND USE and development

- Where feasible, parking aisles should be aligned perpendicular to building entrances and sidewalks or pedestrian paths.
- All parking lots should include bicycle parking.
- Parking lots should have clearly marked pedestrian pathways and should use different material/color/texture when walkways cross vehicular aisles.
- There should be a direct connection from the public sidewalk to the building entrance through the parking lot.

ARCHITECTURAL CHARACTER AND MATERIALS

Building design, the quality of detailing and architectural materials provide for a consistent design within a development that relates to adjacent uses and provides variety, interest and a sense of place.

Intent:

- Provide a consistent design within a project so that it harmonizes with and has some elements in common with other major developments within the vicinity of the project.
- Material selection and detailing will contribute to visually organizing and giving a human scale to the project. Human scale is when a person feels comfortable in terms of visual and physical perception of size, familiar features and usability.

Materials Guidelines:

- Architectural materials should compliment the character of the existing built environment through use of high quality, durable materials. Suggested materials include:
 - > Wood;
 - > Masonry;
 - > Concrete;
 - > Stone;
 - > Cast Stone; and
 - > Tile.
- Use of stucco board, EIFS and vinyl and metal siding is discouraged:
- Use of high quality sustainable architectural materials are encouraged. These materials are manufactured or fabricated locally, are not resource intensive and may consist of post-consumer use recycled materials.
- Green (LEED certified) architecture is encouraged for new large-scale commercial and office buildings.
- All residential infill, redevelopment, rehabilitation, renovation and new development should be consistent with the quality and character of surrounding established neighborhoods.



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Parking lots should be screened from the street through use of a landscape buffer.



Quality architectural materials.



Hickman Mills



Buildings should integrate elements such as awnings to enhance the street edge.



Retail buildings should be oriented to the street with windows that are easily seen from passing vehicles and pedestrians.



ARTICULATION

Building articulation refers to the use of window bays, structural bays, pilasters, planter boxes, balconies, porches and entries.

Intent:

- Enhance the character of the structure and surrounding built environment.

Articulation Guidelines:

- Buildings facing Primary Image Streets (see Chapter 4, Urban Design Framework) should integrate architectural details to enhance the street edge and promote human scale and interest. Suggested materials and details include but are not limited to corner elements, awnings, window inlets, planted window boxes and articulated entries.
- Entries should be marked by architectural features such as projecting overhangs, special lighting, awnings and/or signage to signify the location and importance of entries.

FENESTRATION (OPENINGS)

Fenestration refers to the arrangement of window and door openings on a building facade.

Intent:

- Patterns of openings should relate to adjacent developments to encourage consistency between developments.

Fenestration Guidelines:

- Street level retail and office buildings should have a transparent quality. Sidewalk traffic as well as passing vehicles should be able to see activity within the building.
- Windows at the street level of buildings should use clear glazing. Reflective glass is discouraged in any portion of the building.
- Second-level floors on all buildings are encouraged to utilize punched openings.

SITE ORIENTATION

Site orientation addresses the placement of a building in relation to the site as well as adjacent properties.

Intent:

- The siting of new and/or infill buildings should be complimentary to adjacent developments to encourage continuity between developments.

Site Orientation Guidelines:

- Setbacks for infill buildings should be compatible with adjacent buildings to reinforce the street edge.
- Buildings should define a majority of the street edge. Surface parking lots, plazas and open space areas are encouraged between or behind developments.

LAND USE and development

MASSING

Massing refers to the form and size of a building in relation to the surrounding built environment. Buildings within the Plan Area range in size and scale. Some buildings have large footprints such as Bannister Mall while other buildings have much smaller footprints, such as the businesses along Blue Ridge Boulevard.

Intent:

- New and/or infill buildings should integrate with neighboring buildings in terms of massing and proportion.

Massing Guidelines:

- The massing and proportion of new buildings should be generally consistent with surrounding buildings.

SIGNS

Well designed signs can enhance the existing character of the Plan Area while providing necessary information to its intended audience.

Intent:

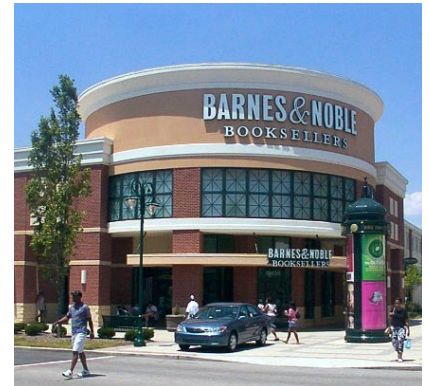
- Provide clear, easily understandable, coordinated method of conveying information for businesses and address identification.

Sign Guidelines:

- Signs should be visible and clearly legible for both the pedestrian and motorist.
- Signs should be highly graphic with a minimum number of words.
- Monument signs are encouraged. Monument signs should be designed so that the base and the sign face are proportional to each other. Monument signs should not exceed 4^{1/2} feet in height and should be set back at least 10-feet from the property line.
- Landscaping of monument signs is encouraged. Landscape materials include trees, shrubs, ground cover and flowering plants and should complement the existing or proposed landscaping of the project.
- Restrict highway advertising to collective “logo” advertising in cooperation with the Missouri Department of Transportation.
- Non-standard sign forms are encouraged.
- There should be a consistency in the design, materials and colors of all signage within a development. This includes a consistency and compatibility, but not necessarily an exact repetition of the materials on all sign faces as well as consistency in the design materials and color of the sign bases used throughout any proposed commercial development.



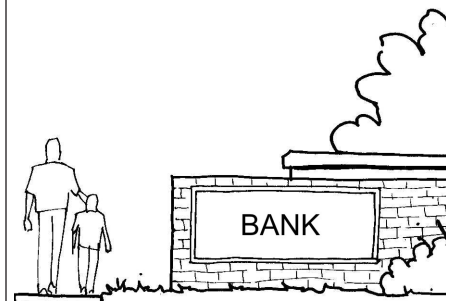
Hickman Mills



Buildings should front the street edge.



Landscape, plazas and other pedestrian amenities should be located between buildings.



Monument signs are encouraged.



Hickman Mills



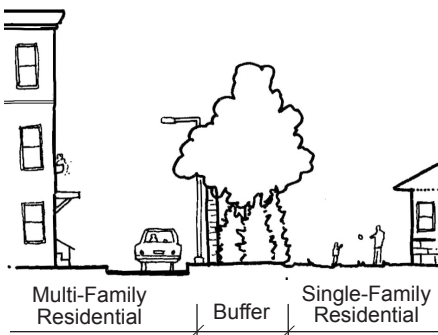
Quality non-standard signs are encouraged.



Low-scale signs, such as the wall sign shown above, are preferred within new retail areas.



Walled enclosures, as shown above, are recommended to screen unsightly trash dumpsters.



- Signs should be made of high quality and durable materials such as concrete, brick, stone, metal panels or heavy-weight plastic panels. Materials such as plywood or painted masonry are not recommended.
- The colors for all signs should complement the colors of the buildings as well as the colors of adjacent buildings.
- All signs, including the sign face, base, lighting and landscaping, should be maintained in good condition at all times.
- When floodlights are used to illuminate signs, they should be designed to eliminate glare and to avoid shining into the right-of-way of adjacent streets and adjoining lots.
- Low-scale signs such as wall signs, awning signs and building signs should be used for retail and office uses.
- Signs must not obscure important architectural features.
- Freestanding pole/pylon signs are not allowed within new developments. As older commercial/office areas redevelop, existing pole signs should be removed and appropriate signage should be designed and integrated into the site.
- Moving or revolving signs and flashing signs are discouraged.
- Billboard signs are discouraged. If public funds are used within a project, the preference is to remove existing billboards. The practice of substitution and/or relocation of billboard signs is discouraged.
- Do not approve new off-site advertising signs and remove existing non-conforming signs whenever legally possible.

TRANSITIONS

Transitions allow for better compatibility between land-uses, especially residential and non-residential uses.

Intent:

- Provide a physical and visual separation between higher and lower intensity uses.

Transition Guidelines:

- Development should transition from higher intensity to lower intensity by stepping down building heights and densities as development moves closer to established single-family residential neighborhoods.
- Dissimilar and/or incompatible uses should be separated by a major road such as a highway or arterial. When such uses are adjacent to one another, a combination of a landscape buffer and a physical structure such as a berm or fence should be placed between the uses as shown in the diagram on the left.
- Commercial and multi-family projects located adjacent to single-family areas should be designed to respect and be compatible with the building scale of the residential neighborhood.
- Trash dumpsters and loading areas will be screened with appropriate landscaping and/or fencing.

LAND USE and development

GUIDELINES FOR MIXED-USE DISTRICTS

IDENTITY

- All Mixed-Use Districts will have a unique character that defines the development.
- Each Mixed-Use District will have an identifiable center that includes defined “people places” for residents, shoppers, workers and visitors to gather, interact and recreate.
- These areas should be considered for a “Pedestrian Street” zoning designation.

DIVERSITY OF USES

- Designated areas will allow a mix of uses including but not limited to retail, office, residential, institutional and public.
- Provide opportunities for housing choice and variety:
 - > attached and detached; and
 - > owner-occupied and rental.

CONNECTIONS

- All Mixed-Use Districts will develop as transit hubs. Development densities for commercial, office and residential uses will be greater within these areas to encourage transit use.
- Streets within these areas will be designed to be low-speed and bicycle and pedestrian friendly through provision of wide sidewalks and pedestrian amenities such as street trees, landscape, benches, trash receptacles, etc.
- Parking requirements will be decreased within these areas to encourage transit ridership.
- Auto-oriented uses such as drive-through restaurants will be discouraged.

SITE ORIENTATION

- A minimum of 75% of buildings should have a zero foot setback.
- Primary building facades should be parallel to the sidewalk.
- Where buildings or portions of buildings are set back from the sidewalk, such areas should be treated as public spaces such as a plaza or courtyard.
- The frontage of all mixed-use buildings should include pedestrian-oriented elements such as:
 - > transparent display windows;
 - > outdoor seating for dining areas; and
 - > public art and pedestrian amenities such as fountains, benches, etc.
- On-site parking will be located behind the buildings.

BUILDING MASS AND DESIGN

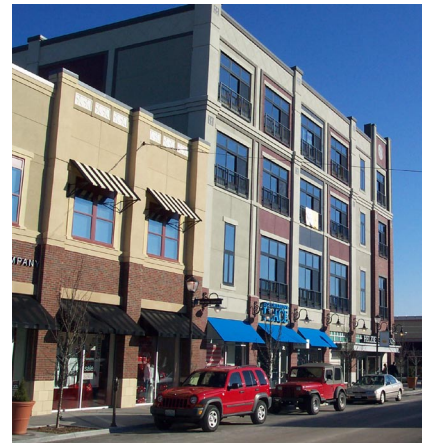
- Buildings should not exceed four stories.
- In multi-tenant buildings, each use should have at least one ground floor entrance directly visible and accessible from the street.



Hickman Mills



Mixed-Use Districts will have an identifiable center with opportunities to gather and relax.



Buildings will face the street and will be located adjacent to the sidewalk to encourage pedestrian activity.



Buildings will include features such as awnings to create visual interest.



Hickman Mills



Existing historic structures in the "Old" Hickman Mills District.



New and infill develop should integrate with existing historic structures through use of similar proportions and materials.



GUIDELINES FOR "OLD" HICKMAN MILLS DISTRICT

IDENTITY

- "Old" Hickman Mills has a unique and identifiable identity that is defined by existing historic structures. New development should reinforce and enhance this character:
 - > Historic and valuable buildings should be refurbished and re-used.
 - > New buildings should incorporate complimentary architectural materials and elements based on precedent historic buildings; integration of stone, cast stone and terra-cotta is highly encouraged.
- These areas should be considered for a "Pedestrian Street" zoning designation.

SITE ORIENTATION

- Buildings fronting Red Bridge Road and Hillcrest Road should have a zero foot setback.
- Primary building facades should be oriented to Red Bridge Road and Hillcrest Road.
- Where feasible, on-site parking should be located behind buildings.
- The frontage of all buildings should include pedestrian-oriented elements:
 - > benches;
 - > trash receptacles;
 - > historic interpretive signs; and
 - > public art, fountains, etc.

BUILDING MASS AND DESIGN

- Buildings should not exceed two stories.
- The massing and proportion of new and infill buildings will be consistent with surrounding buildings.
- Building entries should be marked by architectural features such as projecting overhangs, special lighting and awnings.
- Corner entrances are encouraged at intersections to promote strong visibility for pedestrians and motorists.

FACADES

- Each building should incorporate at least two (2) of the following additional features on all building facades facing a street, plaza or open space:
 - > arcades;
 - > facade relief to create a visual hierarchy;
 - > contrasting building materials or textures; and
 - > variations in roof lines along single block face.

SIGNS

- Sign design will reflect the design character of the area.
 - > Signs will be made of high-quality materials; brick and stone are preferred.

HOUSING

and neighborhoods

Introduction

Strong and stable neighborhoods are essential to a successful community. The Plan Area is comprised of 15 neighborhoods of varying age and health. Enhancing, maintaining and revitalizing neighborhoods within the Plan Area is critical to the health of the entire area. This chapter provides a framework for addressing their needs and a strategy for the future.

Key Issues

The following issues were identified by Work Team participants and analysis of existing conditions:

- **Marketability of Housing Stock:** A majority of the Plan Area's housing stock was built in the post World War II era between 1945 and 1960. Much of the housing stock built during this time consists of modest sized houses with fewer bedrooms, smaller kitchens and less storage space than homes built today.
- **Declining Household Income:** According to the US Census, the average household income in the Plan Area declined from \$53,620 in 1990 (in constant 2005 dollars) to \$46,715 in 2005 which represents a decrease of almost 9 percent. Many of these households are on low or fixed incomes. In most instances, these individuals cannot afford needed minor or major home repairs without assistance.
- **High Vacancy Rates:** According to Work Team participants, the number of vacant homes has increased. At the block level, several areas exceed vacancy rates of 10% including the Ruskin Heights and Hickman Mills neighborhoods. High vacancy rates are a major destabilizing factor within affected neighborhoods. Further more, according to the US Census, the number of vacant homes not on the market more than doubled between 1990 to 2000 from 15.6% to 39.4%.
- **Low Home Ownership:** According to Work Team participants, the least stable neighborhoods within the Plan Area have a lower rate of owner-occupied homes. According to information from the Jackson County Assessor, in 2005 the Plan Area had a single-family owner-occupancy rate of 81%. However, at the neighborhood level, Ruskin Heights has an owner-occupancy rate of 60%. Overall, the Plan Area owner occupancy rate (for all housing types) has decreased from 79.7% in 1980 to 67.2% in 2000.



Residents discuss their housing concerns during a public workshop.



Participants identified the significant rise in rental properties throughout the Plan Area as a significant issue.



Hickman Mills



As shown above and below, Plan Area neighborhoods are diverse and have different needs.



- **Declining Property Values:** Home values are in part a reflection of the quality of existing housing stock and the overall image of a neighborhood and area. According to the US Census, the median housing value in 1990 within the Plan Area (in constant 2000 dollars) was \$85,989. In 2000, the median housing value dropped to \$65,943. This is significantly less than the City-wide median housing value of \$83,000.
- **Walkability:** Many neighborhoods within the Plan Area do not have sidewalks forcing pedestrians to walk in the street or within the right-of-way next to open ditches. Lack of safe and convenient pedestrian connections to retail areas, parks, schools, transit stops and area amenities are negatively affecting the quality of life within these areas.
- **Housing Conditions and Property Maintenance:** Housing within older neighborhoods, especially those built in the early to mid-1950s, have significant maintenance needs.

Guiding Principles

To address these issues, the following guiding principles were identified by Work Team participants:

STRENGTHEN “STABLE” NEIGHBORHOODS

- These neighborhoods are in relatively good condition with high home ownership, stable property values, low vacancies and quality housing stock.

STABILIZE DECLINING “TRANSITIONAL” NEIGHBORHOODS

- These neighborhoods are in fair condition but are on the verge of decline with sliding property values, increasing vacancies and aging housing stock.

REVITALIZE DISTRESSED “REHABILITATION” NEIGHBORHOODS

- These neighborhoods are the most distressed and have significant issues with low home ownership, high vacancies and housing stock that does not meet existing market needs.



HOUSING

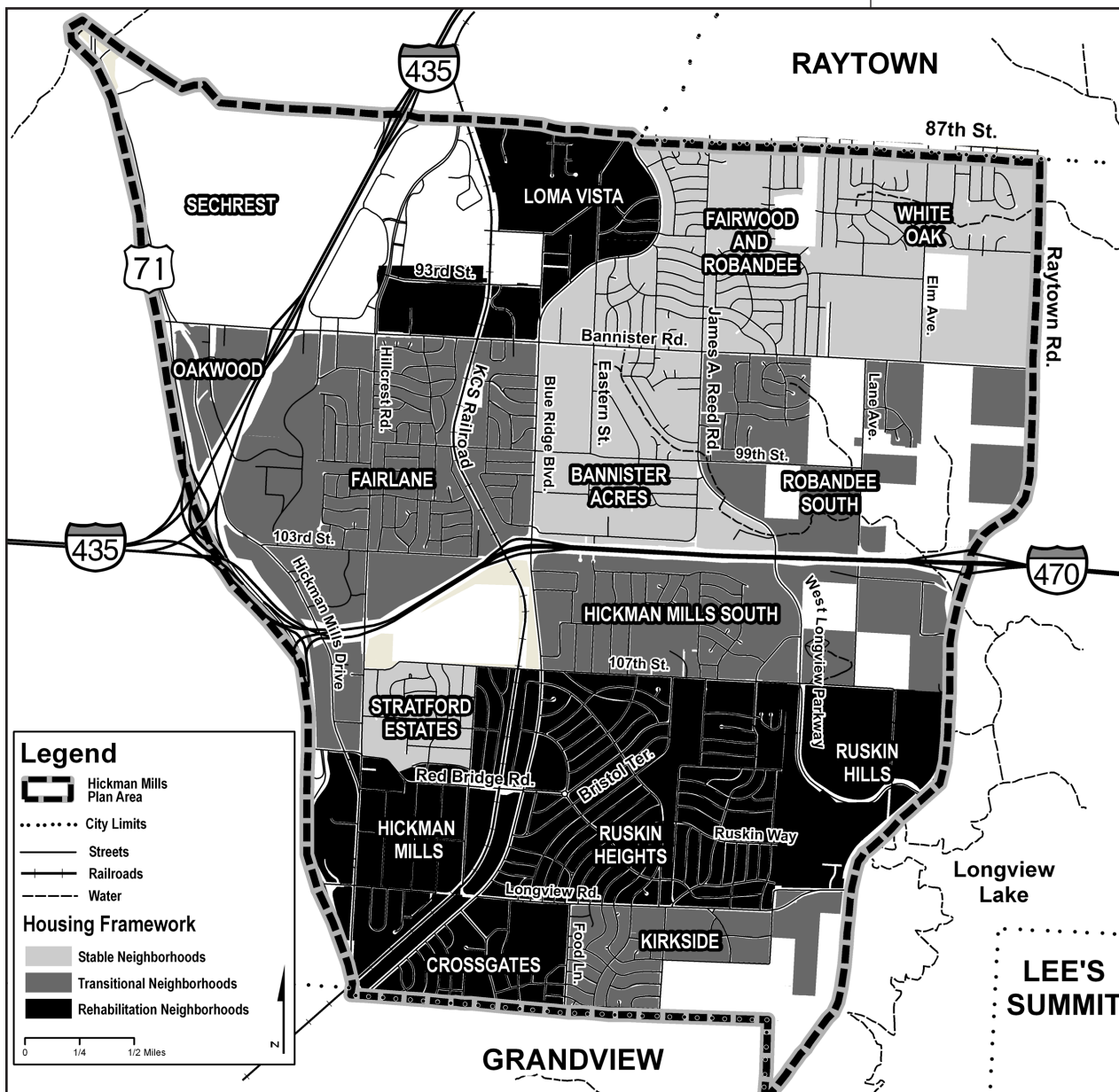
and neighborhoods



Hickman Mills

Housing Framework

The Housing Framework map, shown below, illustrates housing needs based upon the key housing issues. These issues were analyzed to delineate areas with similar issues and to provide a general framework for directing appropriate housing strategies and recommendations by neighborhood type. The purpose of this analysis was to determine and compare the relative health of neighborhoods within the Plan Area. For a full description of this analysis, please refer to the *Housing Opportunities Technical Report*.



Map 4:
Housing
Framework



Work Team participants identified the need for targeted code enforcement.

Strategies and Recommendations

Neighborhoods that are the most distressed (Rehabilitation Areas) require the most intervention. However, if all relevant resources are devoted to these areas, “Stable” and “Transitional” areas may fall prey to blighting influences. To avoid “pushing around problems,” a continuum of care should be employed to ensure that appropriate remedies are targeted based upon neighborhood needs.

- Prevention strategies should be employed for stable areas;
- Revitalization strategies should be employed for transitional areas that are at risk of decline; and
- Aggressive strategies should be employed within rehabilitation areas that require greater intervention.

Each housing strategy and recommendation will denote which neighborhood type applies:

- Stable Neighborhoods (S);
- Transitional Neighborhoods (T);
- Rehabilitation Neighborhoods (R); or
- All of the above (A).

ADDRESS PROPERTY MAINTENANCE ISSUES

- Establish a pilot rental licensing program that will make landlords take responsibility for property maintenance. This program will apply to detached single-family homes. (A)
- Require an inspection for all foreclosures to be completed before the property is sold to an owner-occupied tenant and prior to occupation to ensure that the property meets minimum code standards. (A)
- Apply to be a Neighborhood Improvement Program (NIP) or similar program to address basic neighborhood needs. (R)
- Establish a Neighborhood Association or Homes Association for all neighborhoods. (A)
- Continue to work with local Homes Associations to identify chronic problem areas with illegal dumping and code violations. (A)
- Frequency of bulky pick-up should be driven by need and should be prioritized within distressed areas. (R)
- Target comprehensive code enforcement to make the most impact. Code enforcement efforts are most successful when concentrated within areas that are not severely distressed. (S,T)
- Combine code enforcement with assistance for needed home repairs and basic maintenance within distressed areas. (R)
- Maximize Minor Home Repair Funds to provide basic home improvements. (T, R)

HOUSING

and neighborhoods

ENCOURAGE HOME OWNERSHIP

- Explore the use of tax abatement programs such as Urban Renewal Areas (URAs) to qualified property owners.
- Encourage new home owners through use of programs such as the Kansas City Dream Home Program to assist qualified home buyers with a down payment and closing costs. (T, R)
- Target Federal HOME funds to construct, purchase and/or rehabilitate affordable housing for home ownership. (R)
- Proactively identify predatory lending practices. Work with local lending institutions to set up home ownership seminars to educate prospective buyers. (A)
- Work with the Mid-America Regional Council (MARC) and City staff to design a workshop to demonstrate the application of the *First Suburbs Coalition Idea Book: A Guide for updating Post World War II homes* or “*Idea Book*” to prospective lending institutions, builders, developers and interested citizens. (A)

REDEVELOPMENT OF NEIGHBORHOOD COMMERCIAL CENTERS

- Educate the real estate community about the potential of under utilized neighborhood commercial centers. These commercial centers provide excellent opportunities for niche markets including neighborhood and specialty retailers that do not directly compete with regional retailers located outside of the Plan Area. (A)
- Aggressively pursue new markets within distressed neighborhoods including use of business incubators and similar programs to promote new businesses within these areas. (R)

REVERSE DECLINING INCOME

- Reward housing projects that foster mixed-income neighborhoods and discourage the concentration of low-income households. Pursue initiatives, such as Housing and Urban Development’s (HUD) Neighborhood Revitalization Strategy initiative, that provides incentives for market rate housing within historically lower income neighborhoods. (T, R)
- Ensure that economic initiatives are substantially addressing neighborhood revitalization needs. Economic incentives should be targeted to distressed areas. (R)
- Work to provide a jobs/housing balance; utilize existing incentives, such as Enterprise Zones, to encourage local businesses to hire residents who live within the Plan Area. (A)



Hickman Mills



Work Team participants identified the need to expand home ownership throughout the Plan Area.



Existing neighborhood commercial center.



Hickman Mills



Older neighborhoods have significant infrastructure needs including deteriorating curbs and lack of sidewalks.



The Hickman Mills and Ruskin High Schools are important neighborhood anchors.



Example of quality infill residential development.

ADDRESS BASIC INFRASTRUCTURE ISSUES WITHIN NEIGHBORHOODS

- Investigate the potential use of Neighborhood Improvement Districts (NIDs) or Community Improvement Districts (CIDs) to fund infrastructure improvements and other services within neighborhoods. (A)
- Utilize new tax incentive programs such as a Tax Increment Financing (TIF) to fund improvements to housing and infrastructure in adjacent residential areas. (R)
- Target basic infrastructure improvements. (T, R)
 - > Walkability improvements including replacement or installation of sidewalks or trails;
 - > upgrading of water mains, sanitary sewer improvements; and
 - > stormwater improvements including but not limited to replacement or installation of new curbs, gutters or engineered ditches.

PROTECT NEIGHBORHOODS FROM ENCROACHING DEVELOPMENT

- Establish Neighborhood Conservation Districts.
- Limit commercial encroachment into adjacent neighborhoods.
- Discourage conversion of existing residential to commercial or office uses.
- Carefully regulate home based businesses.
- Discourage liquor permits for bars, nightclubs and late-night operations; particularly when adjacent to residential neighborhoods.
- Discourage new permits for adult-oriented businesses.

REINFORCE SCHOOLS NEIGHBORHOOD ANCHORS

- Work with Hickman Mills School District, parochial schools and other institutions to support neighborhood outreach including but not limited to use of space/grounds for learning centers, special neighborhood events and other activities.

ENCOURAGE QUALITY INFILL DEVELOPMENT AND NEW DEVELOPMENT

- Target economic incentives for infill housing within distressed neighborhoods. (R)
- All infill housing should appropriately blend into the neighborhood's existing character. (A)
- Infill development and new development should support a full range of housing choices for multiple demographic groups. (A)

DISCOURAGE INTENTIONAL AND UNINTENTIONAL "STEERING"

- Educate lending institutions, realtors, brokers and others about the positive aspects the Plan Area. (A)
- Work with the South Kansas City Chamber of Commerce, the Southern Communities Coalition and other stakeholders to promote the Plan Area. (A)

HOUSING

and neighborhoods

BASE LONG-TERM DECISIONS ON NEIGHBORHOOD PLANNING

- Give priority to capital improvement projects and grant applications identified within this Area Plan and future Neighborhood Plans.
- Identify and complete more detailed plans for neighborhoods and districts. Future plans may include:
 - > Completion and Implementation of the *Ruskin Redevelopment Plan*;
 - > Plan for “Old” Hickman Mills; and
 - > Other areas as determined by the City/Hickman Mills Area Plan Oversight Committee. Neighborhoods within identified “Rehabilitation” areas should be a priority.

PROMOTE NEIGHBORHOOD INITIATIVES THAT HELP PREVENT CRIME

- Incorporate Crime Prevention Through Environmental Design (CPTED) principles. (A)
- Expand the community policing program. (A)

PRIORITIZE NEIGHBORHOOD DEVELOPMENT FUNDING ON THE ABILITY TO LEVERAGE NON-CITY FUNDING

- Work to attract local and non-local private development corporation funding within distressed areas. (R)
- Partner with the private development community to revitalize distressed areas. (R)

IDENTIFY LOCAL “PROJECT CHAMPIONS” TO IMPLEMENT HOUSING RECOMMENDATIONS

- Attract a Community Development Corporation (CDC) or similar organization with a proven track record and capacity to implement the Plan housing recommendations. (A)

MONITOR NEIGHBORHOOD HEALTH TO MEASURE PROGRESS

- Maintain a shared GIS-based database of key neighborhood conditions and trend profiles by neighborhood (see Benchmarks on page 34). Update the Housing Framework map on page 21 when new census data becomes available. (A)
- Work with the Kansas City Neighborhood Alliance to update the building conditions survey. Include the neighborhoods north of I-470. (A)



Hickman Mills



“Old” Hickman Mills District.



South Patrol Station.



Hickman Mills



High vacancy rate areas can be identified by tracking concentrations of real estate signs.

ESTABLISH A HOUSING DEMONSTRATION PROJECT

This project will set the standard and approach for rehabilitation within distressed areas. This targeted approach is designed to completely transform an entire block within the identified Rehabilitation Area to demonstrate the impact of improvements within the area. This project will be used in conjunction with the other housing strategies to stabilize the area. (R)

1. Identify an organizing entity or agency with the capacity to carry out this program.
2. Raise start-up funding which will include:
 - > Hiring of a staff/administrative start-up;
 - > moderate-level rehabilitation of 8 to 10 homes; and
 - > marketing which will include a newsletter, advertising and a dedicated web site to show how the rehabilitation projects are progressing.
3. Identify a block within the Redevelopment Area for rehabilitation. Selection of the block should include the following criteria:
 - > Within an identified "Rehabilitation" neighborhood;
 - > a location with high visibility;
 - > high vacancy rates with a concentration of real estate signs;
 - > proximity to a mixed-use area, school, park or recreation facility or other anchor; and
 - > area with significant infrastructure needs such as curbs, sidewalks, undersized water mains, sewers, etc and/or an area where infrastructure projects are already planned.
4. The program will be targeted to attract a variety of income levels and demographic groups including but not limited to:
 - > Young professionals;
 - > empty nesters; and
 - > small families.
5. The recommended rehabilitation program will include basic efficiency upgrades including but not limited to:
 - > Roof upgrade;
 - > Window upgrades;
 - > New/upgraded furnace;
 - > Efficient lighting options;
 - > Kitchen upgrades;
 - > Curb appeal upgrades; and
 - > Other upgrades as identified within the *Idea Book*.

HOUSING

and neighborhoods

6. The City will prioritize needed infrastructure improvements within this area. These improvements will be completed concurrently with the rehabilitation of the homes and may include the following:
 - > New curbs and gutters or upgraded drainage ditches and catch basins;
 - > sidewalks and/or trails;
 - > water main upgrades; and
 - > sanitary sewer upgrades.
7. To promote the “green” and “sustainable” goals of the project, participants should be encouraged to use:
 - > Rain barrels or cisterns; and
 - > rain gardens.
8. The program will meet the market demand by offering rehabilitated homes with:
 - > attractive financing;
 - > lease to own terms; and/or
 - > property tax abatement to qualified participants.



Rain garden.



Hickman Mills



A major Plan objective is to reduce residential vacancies.

Benchmarks

The following benchmarks will provide a tool to measure the Plan's progress over the next ten years.

1. Improve Neighborhood Stability Indicators:

- > Stable Areas: 8/10 indicators improve by 2012.
- > Transitional Areas: 6/10 indicators improve by 2012.
- > Rehabilitation Areas: 4/10 indicators improve by 2012.

2. Complete Housing Demonstration Project:

- > All improvements and upgrades are completed by 2012.
- > All homes are sold and occupied by 2017.

3. Maintain the percentage of vacant housing units within:

- > Stable Areas at 3% (*2000 average vacancy rate 3%*). (Ongoing)

4. Reduce the percentage of vacant housing units within:

- > Transitional Areas to 3% (*2000 average vacancy rate 4%*) by 2012
- > Rehabilitation Areas to 5% (*2000 average vacancy rate 6%*) by 2012.

5. Increase the percentage of owner-occupied single-family homes within:

- > Stable Areas to 95% (*2005 average owner-occupied rate 90%*) by 2012.
- > Transitional Areas to 90% (*2005 average owner-occupied rate 85%*) by 2012.
- > Rehabilitation Areas to 80% (*2005 average owner-occupied rate 60%*) by 2012.

6. Stabilize property values:

- > Stable Areas and Transitional Areas: Meet or exceed the City-wide median housing value by 2012.
- > Rehabilitation Areas: Housing values are within 85% of the City-wide median and have not declined (factoring inflation) by 2012.

7. 80 percent of all community development funds spent within Rehabilitation Neighborhoods by 2012.

8. 70 percent of first time home owner units within Rehabilitation Areas by 2012.

9. Average 3 to 1 leverage for all neighborhood development projects receiving City or federal funding.

8. Reduce the number of Rehabilitation Areas from five to two by 2012.

10. Increase the number of housing units within the Plan Area by five percent by 2012.



URBAN DESIGN framework

Introduction

The physical appearance of streets, sidewalks and public spaces help to shape the public's perception of an area. This chapter provides a framework for quality design within the public spaces and rights-of-way.

Key Issues

The following issues were identified by Work Team participants and an analysis of existing conditions:

- Weeds, overgrown trees and shrubs project an unkempt appearance, block views of signage and make existing sidewalks unusable.
- Locating utility boxes and utility poles along roadways without aesthetic concern creates unwanted visual clutter.
- The major transportation corridors including Bannister Road, Blue Ridge Boulevard, James A. Reed Road, Hillcrest Road and Longview Road are not pedestrian friendly; these corridors have discontinuous sidewalks and lack basic pedestrian amenities.
- Many of the Plan Area's best assets such as the "Old" Hickman Mills District remain hidden or unknown to visitors due to lack of enhancements, directional signage and markers.

Guiding Principles

To address these issues, the following guiding principles were identified by Work Team participants:

CREATE AND PROMOTE VISUALLY ATTRACTIVE STREETS

- Focus on improving appearance of key "Image" streets. Design enhancements will recognize and balance the needs of pedestrians, bicyclists, motorists and transit.
- Create a visually contiguous roadway system through design that respects surrounding land uses.
- Remove and/or reduce visual clutter.

REINFORCE AND ENHANCE THE PLAN AREA'S UNIQUE IDENTITY

- Integrate unifying design elements to reinforce the Plan Area's unique identity.
- Enhance the Plan Area's districts and recognize and celebrate individual neighborhood character.

ENHANCE THE PLAN AREA'S HISTORIC ROOTS

- Reconnect to, rediscover and promote the historic roots of the Plan Area. This will include recognition of the historic trails heritage and the enhancement of the "Old" Hickman Mills District.
- Create an environment to attract visitors to the Plan Area.



Hickman Mills



Many of the Plan Area's corridors are visually cluttered and unattractive.



Historic buildings in the "Old" Hickman Mills District.



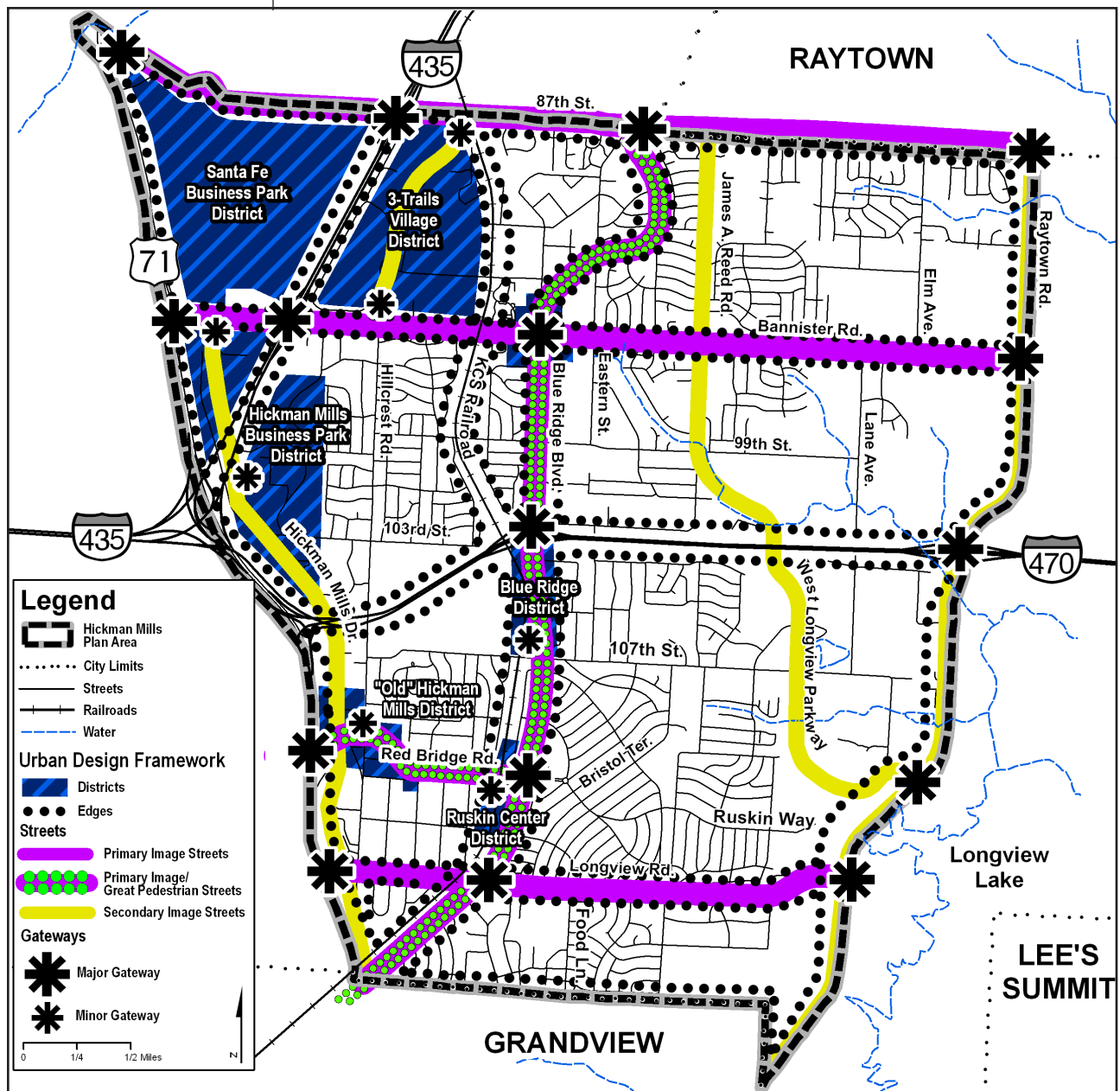
Hickman Mills

Urban Design Framework Plan

The Urban Design Framework Plan, shown below, is based upon the values and aspirations of area residents, property owners, business owners and others who participated in the Plan process. It shows the areas the community should focus on to improve the image of the Plan Area.



During the Work Team meetings and public workshops, participants identified the important "treasures" within the Plan Area that they would like to protect and enhance.



Map 5:
Urban Design
Framework
Plan



URBAN DESIGN framework

FRAMEWORK ELEMENTS

The Urban Design Framework Plan, shown on the previous page, identifies five elements to help establish quality environments.

- Gateways
- Edges
- Districts
- Primary Image Streets
- Primary Image/Great Pedestrian Streets
- Secondary Image Streets

A description of these elements as well as recommendations and guidelines are provided on the following pages.

GATEWAYS

Gateways provide a visual “point of reference” or an “announcement” as well as a visual transition from one area to another. Two types of gateways are proposed for the Plan Area, Major Gateways and Minor Gateways.

Recommendations:

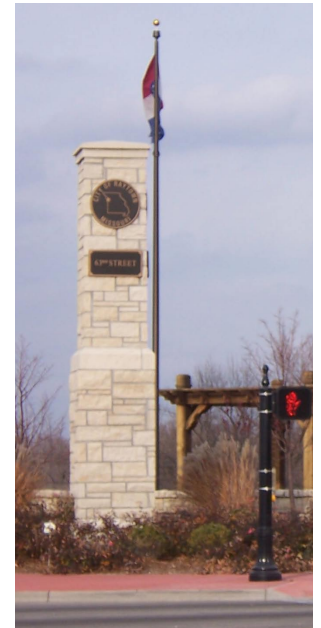
- **Major Gateways** - are major focal points generally located at the edge of the Plan Area, major interchanges or at the intersections of primary image streets. These gateways should be large enough to be seen as one approaches an on- and/or off-ramp or major intersection and be made of high-quality materials such as stone, cast stone, tile and masonry.
 - > Major Gateways should be located at all interchanges and the corners of major intersections.
- **Minor Gateways** - are smaller than Major Gateways and are generally located within the Plan Area, highlighting particular districts, corridors of distinction and neighborhoods. These gateways should reinforce the individual district or neighborhood’s unique character through imitation of the size, scale, materials and overall character of the commercial area, mixed-use area or neighborhood.
 - > Each District should have a Minor Gateway at each entry point.
 - > New residential developments should have a neighborhood gateway at major entry points.
 - > Established neighborhoods should have a neighborhood gateway if not existing.



Neighborhood Gateways



Hickman Mills



Major Gateway



Minor Gateway



Hickman Mills



US 71 and I-435 could be softened with landscape enhancements as shown above.



Rendering of Fire Station #41 and future gateway for the 3-Trails District.

Rendering courtesy of the 3-Trails Community Improvement District.



Bannister Road and I-435 serves as a major point of entry into the Plan Area and should be significantly enhanced.

EDGES

Edges are physical boundaries that help to define where one area transitions into another.

Recommendations:

- Positive edges should be preserved and enhanced.
- Negative edges should be softened and de-emphasized.
 - > The “freeway forest” concept from *FOCUS*, planting vegetation in the open land within the highway right-of-way, should be implemented at the I-435 and Bannister Road interchange and along I-470 and US 71.
- Aesthetic improvements within these areas should include:
 - > landscape enhancements;
 - > gateways;
 - > public art; and
 - > provisions for safe and convenient pedestrian and bicycle connections along and across the areas.

DISTRICTS

Districts are well defined areas forming a “thematic unit” that is distinctly different from the surrounding community.

Recommendations:

- Good directional signage.
- Strong vehicular, pedestrian, bicycle, and transit connections to other districts, nodes, and neighborhoods.
- Consistent streetscape that supports the “theme” of the district to reinforce and enhance its’ unique identity and character.
- Gateways

PRIMARY IMAGE STREETS

Primary Image Streets help set the “tone” of the area by establishing visual and aesthetic standards. Aesthetic enhancements should be a priority on these corridors.

The Primary Image Streets are:

- 87th Street
- Bannister Road
- Longview Road

Recommendations:

- Visual clutter along these corridors should be eliminated and/or mitigated through the following:
 - > Work with Kansas City Power and Light (KCP&L) to place utilities underground as roads are widened and/or improved.
 - > Consolidate redundant driveways and promote shared access between adjacent businesses to promote a continuous street edge.
 - > Create and implement sign standards.
- Continuous sidewalks or trails on both sides of the road.
- Crosswalks should be constructed at all signalized intersections.
- Regularly spaced street trees and street lights to emphasize the street edge and create visual continuity.
- Streetscape amenities (see guidelines on following page).

URBAN DESIGN

framework

PRIMARY IMAGE/GREAT PEDESTRIAN STREETS

The public streetscape must provide a safe, aesthetic and comfortable setting for pedestrians. To accomplish this goal, wider sidewalks should be utilized to accommodate retail and pedestrian activities including outdoor cafes. Street trees and planters should be utilized to provide a pedestrian friendly and aesthetically pleasing environment. (See pages 36-40 for specific streetscape recommendations for these corridors.)

The Primary Image/Great Pedestrian Streets are:

- Blue Ridge Boulevard
- Red Bridge Road

SECONDARY IMAGE STREETS

Secondary Image Streets perform much the same function as Primary Image Streets but are a little more utilitarian in their use. These streets still need to promote a strong image through sidewalks on both sides of the street, regularly spaced street trees, street lights, and designated crosswalks at all signalized intersections. The Secondary Image Streets are:

- Hickman Mills Drive
- Hillcrest Road (Bannister Road to 87th Street)
- James A. Reed Road
- West Longview Parkway
- Raytown Road

Streetscape Amenities

Streetscape amenities play a primary role in defining the character and image of a street. It is intended that the amenities identified in this chapter will work in harmony to complete the overall design concept and achieve the desired Plan vision. Streetscape amenities addressed in this section include the following:

- Site Furnishings
- Street Lighting
- Pedestrian Lighting
- Pedestrian and Bicycle Paths
- Landscape



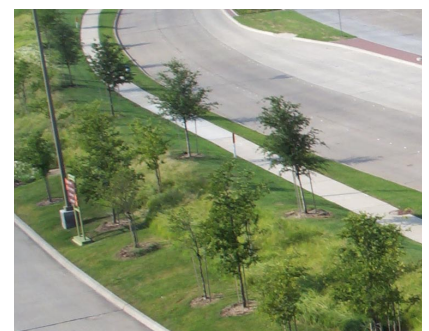
Hickman Mills



Although there is a sidewalk along this portion of Blue Ridge Boulevard, the lack of a significant landscape buffer between the back of curb and sidewalk make this area uncomfortable for pedestrians and visually unattractive for drivers.



A wide sidewalk, decorative paving, street trees and pedestrian lighting can go a long way to improve the visual character of a street.



Secondary Image Streets should incorporate sidewalks and ample landscape.



Hickman Mills



Using a family of site furnishings promotes a unified appearance.



Pedestrian light fixtures

SITE FURNISHINGS

Site furnishings such as benches, bike racks, trash receptacles, planter boxes, vending machines, directional signage and interpretive signage enhance the street character and help provide a comfortable and attractive pedestrian environment.

Guidelines:

- Site furnishings should be located at all major signalized intersections, along trails and at transit stops.
- Site furnishings should be designed as a family of elements reflecting the character of the area. Durable materials, such as stainless steel or powder coated metal should be used. The furnishings should be well crafted and be designed to stand the test of time.
- Site furnishings, regardless of manufacturer or fabricator, shall be durable, low-maintenance, vandal-resistant and readily available.

STREET LIGHTING

Effective lighting is essential to provide a safe, inviting and attractive environment for motorists and pedestrians.

Guidelines:

- A standard cobra head fixture mounted on a black, metal pole should be used with a consistent spacing.
- All light fixtures should be designed to shine down onto the street and should utilize reflectors to shield excessive glare and prevent light from spilling into adjacent developments and neighborhoods.

PEDESTRIAN LIGHTING

The primary purpose of pedestrian lighting is to ensure pedestrian safety and extend the use of night time environment in the area. Pedestrian lighting adds another layer of light specifically for pedestrians. Design, construction, and maintenance for pedestrian lighting will be the responsibility of the Homes Association or developer.

Guidelines:

- Pedestrian lighting will be provided to illuminate nodes of activity along Primary Image Streets, trails, park frontages, public plazas, courtyards and activity areas.
- Pedestrian lights should be installed with a consistent spacing that meets minimum lighting design standards set by the city of Kansas City.
- Pedestrian lighting fixture styles should reflect the character of the area in which they are placed.
- Lighting fixtures should be made of durable materials and designed for low maintenance requirements.

PEDESTRIAN AND BICYCLE PATHS

The basic function of pedestrian and bicycle paths is to provide a safe avenue for pedestrians and cyclists to travel from one destination to another. They separate the motorized traffic from the pedestrian

URBAN DESIGN

framework

traffic. Sidewalks and trails are essential for the vitality of a community as they encourage walking or cycling as an alternative mode of transportation while developing a sense of community.

Guidelines:

- Contiguous sidewalks (or trails) will be constructed on both sides of Image Streets (see Transportation Chapter for walkability priorities).
- All new sidewalks shall be at least 6 feet wide with a 5-foot minimum landscaping zone between the walk and the back of the curb.
- Obstacles should not be placed on the sidewalk or trail that hinder pedestrian or bicycle movement.
- All sidewalks and trails should meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Safe street crossings will occur by standards set forth in the City's *Walkability Plan's* Level of Service criteria.
- As street improvements occur on all bike routes, at a minimum, bike friendly street grates should be installed and where feasible, bicycle lanes should be constructed.

LANDSCAPE

Good landscape serves to improve the appearance of the area by adding to its quality. It is the key component that integrates the other streetscape elements to form a cohesive image.

Guidelines:

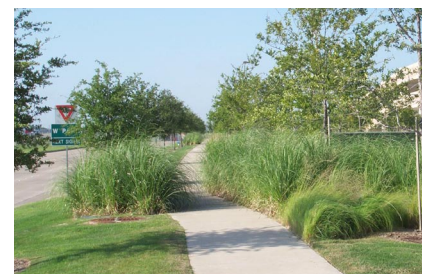
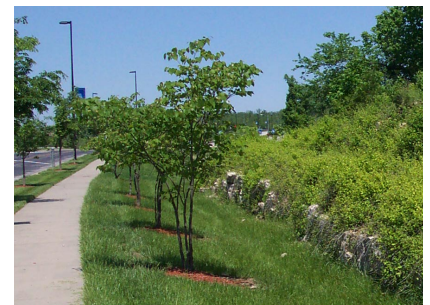
- Landscape should be placed between the back of curb and the sidewalk to provide a buffer to separate vehicular traffic from pedestrians as well as provide an aesthetic amenity to enhance the corridor and soften the street edge. Recommended landscape materials include:
 - > Shrubs - low growing with a maximum height of 36 inches to ensure the visibility and safety of pedestrians.
 - > Ground cover - Low growing and non-invasive species
 - > Street trees - Varieties that can be easily limbed up to ensure visibility and safety for all pedestrians and cyclists.
- The use of shrubs and ground cover should be concentrated at nodes, such as intersections and around monuments.
- Plant materials should be selected that are well suited to Kansas City's climate.
- A selection of evergreen and/or deciduous plant material should be used with year-round ornamental qualities.
- Raised planters and/or planting beds should be used where landscape is vulnerable to water/salt splash from passing vehicles.
- Within commercial/office and mixed use areas, street trees should be clustered to avoid blocking businesses. See guidelines on the following pages.



Hickman Mills



Interpretive signage, a bench, and public art located along the 3-Trails Corridor: Hickman Mills School District segment.



Landscape provides physical and aesthetic relief from the built environment.

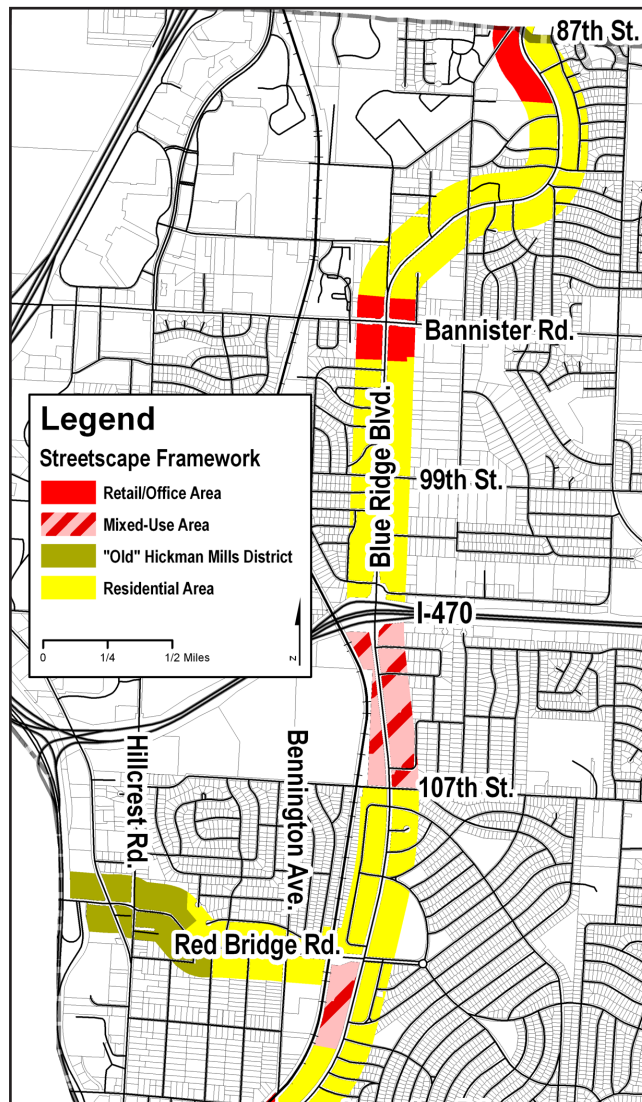


STREETSCAPE RECOMMENDATIONS FOR PRIMARY IMAGE/ GREAT PEDESTRIAN STREETS

Streetscape is a critical element in visually enhancing Primary Image/ Great Pedestrian Streets and providing important pedestrian amenities. Blue Ridge Boulevard and Red Bridge Road have a distinctive character and land uses, as well as streetscape and enhancement needs. Therefore, four unique areas are identified and shown on the map below:

- Retail/Office
- Mixed-Use
- Residential
- “Old” Hickman Mills District

Specific streetscape recommendations are provided on the following pages for each of these areas. Although specific intersections are highlighted, these areas are intended to represent typical conditions within each section. It should be noted that operational requirements to accommodate future traffic volumes may override the proposed guidelines at specific locations.



Map 6:
Streetscape
Framework

URBAN DESIGN framework

RETAIL/OFFICE AREAS

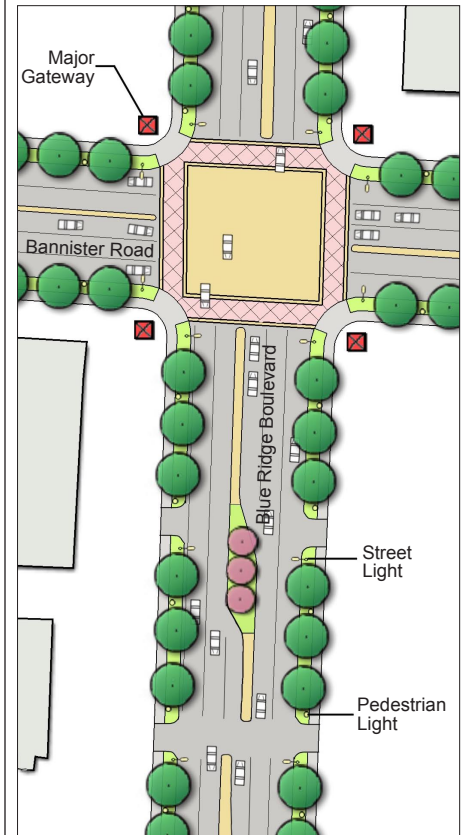
These areas are nodal in nature and occur at major intersections along Blue Ridge Boulevard. A majority of these areas are neighborhood commercial areas with small-scale retail and professional offices.

Recommendations:

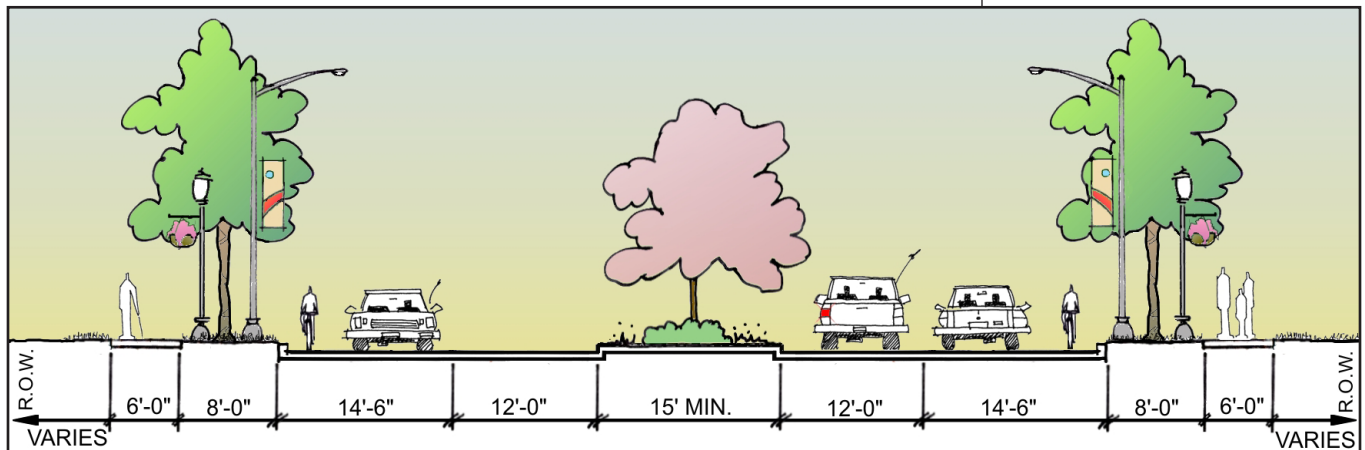
- Street trees, spaced approximately 30 feet apart, should be clustered in groups of three, with approximately 60 feet between the groups.
- Tree species in this area should have an open canopy and be limbed up to a reasonable height to ensure appropriate visibility to businesses and related signage.
- Major gateways at each corner of major commercial intersections.
- An 8-foot landscape buffer between the street and sidewalk for street trees and street and pedestrian lights, space 40 feet apart.
- A minimum 6-foot sidewalk.
- "Share the road" signs for vehicles and bicycles.
- A variable width, landscaped median.
- Light fixtures shall include a standard, dark bronze, cobra head street light and a pedestrian light standard.
- Decorative banners on the street lights. The design of the banners should be consistent and highlight the corridor-wide identity.
- Decorative hanging baskets on the pedestrian lights. The hanging baskets should be filled with perennials and annuals that can be changed out to reflect the seasons, honor holidays, enhance the ambiance for festivals.
- Decorative stamped paving or a change in paving material and/or paving color to demarcate crosswalks.



Hickman Mills



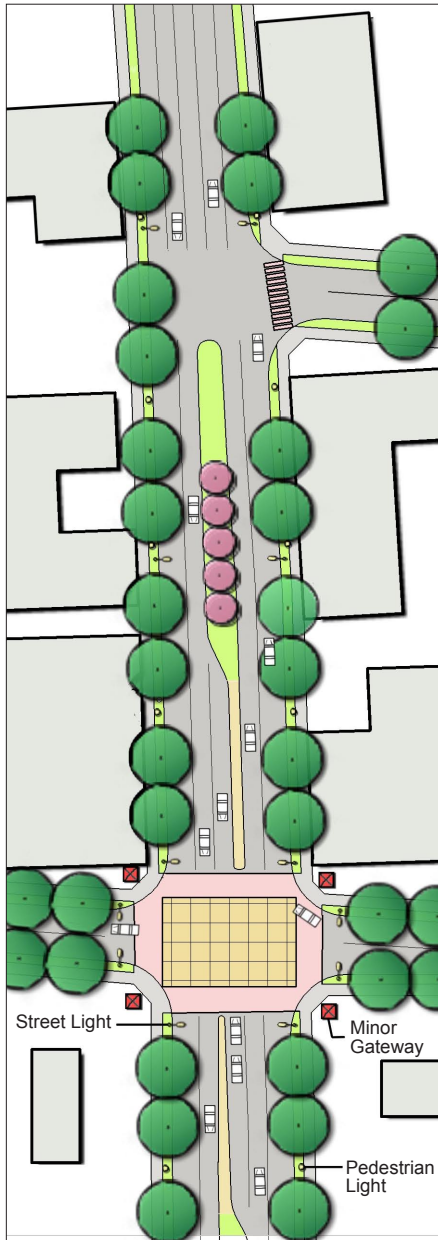
Intersection of Blue Ridge Boulevard at Bannister Road



Retail/office area typical cross-section



Hickman Mills



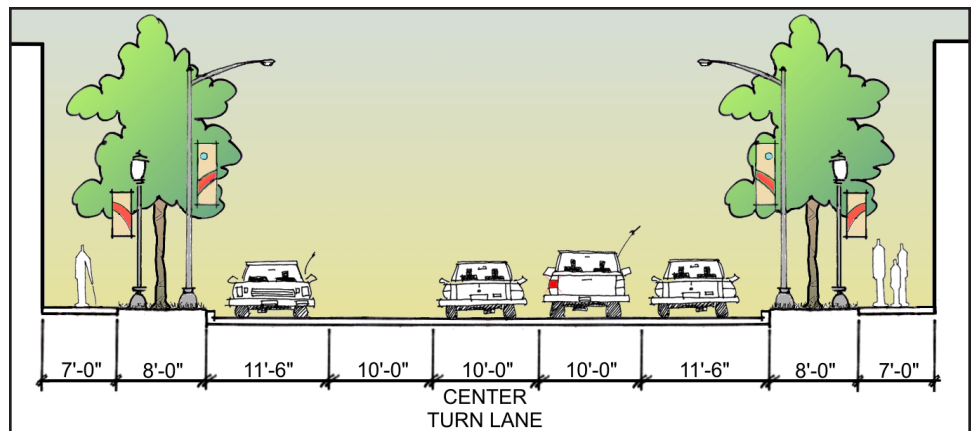
Intersection of Blue Ridge Boulevard at 107th Street.

MIXED-USE AREAS

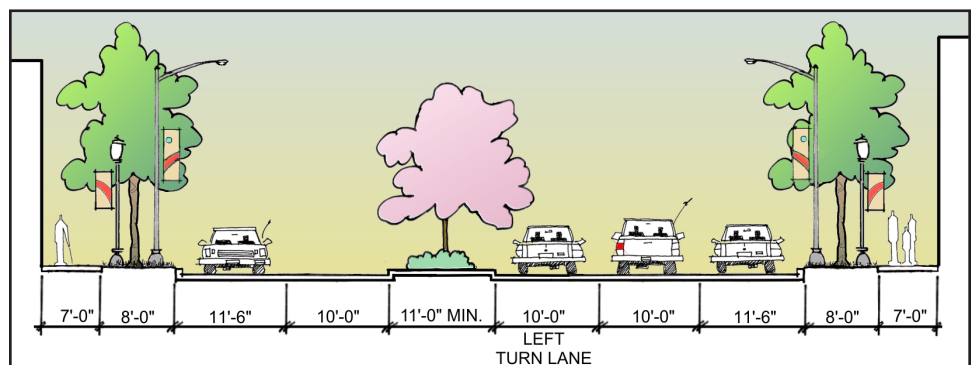
These areas are unique districts with a mix of retail, office and residential uses. Multi-modal connections to adjacent neighborhoods and areas should be encouraged.

Recommendations:

- Street trees, spaced approximately 30 feet apart, should be clustered in groups of two, with approximately 50 feet between the groups.
- Tree species in this area should have an open canopy and be limbed up to a reasonable height to ensure appropriate visibility to businesses and related signage.
- Minor gateways at intersections.
- An 8-foot landscape buffer between the street and sidewalk for street trees and street and pedestrian lights.
- A minimum 7-foot sidewalk.
- "Share the road" signs for vehicles and bicycles.
- A variable width, landscaped median at major intersections.
- Center turn lane at mid-block.
- Light fixtures shall include a standard, dark bronze, cobra head street light and a pedestrian light standard, spaced 40 feet apart.
- Banners on the street lights to highlight the corridor-wide identity; banners on the pedestrian lights to highlight the mixed use district such as "Ruskin Center District."
- Decorative stamped paving or a change in paving material and/or paving color to demarcate crosswalks.



Mixed-use area typical cross-section at mid-block



Mixed-use area typical cross-section at intersection

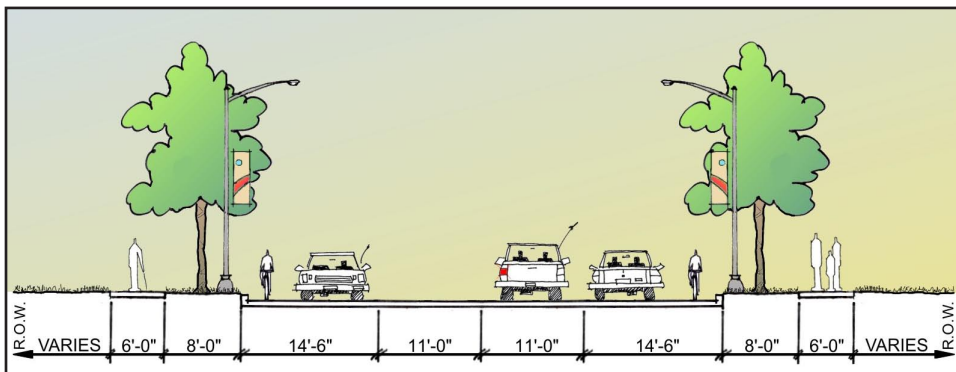
URBAN DESIGN framework

RESIDENTIAL AREAS

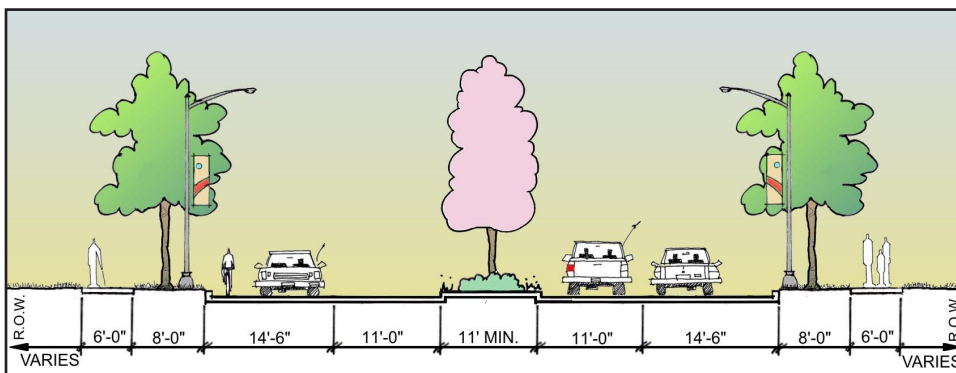
These areas are predominately residential with front yards and individual driveways fronting the corridor.

Recommendations:

- Street trees should be evenly spaced approximately 40-feet on center. Tree species in this area should have large canopies to enhance the character of the area.
- Minor "neighborhood" gateways at intersections.
- An 8-foot landscape buffer between the street and sidewalk for street trees and street and pedestrian lights.
- A minimum 6-foot sidewalk.
- "Share the road signs" for vehicles and bicycles.
- A variable width, landscaped median at major intersections.
- Center turn lane at mid-block (where they currently exist).
- Light fixtures shall include a standard, dark bronze, cobra head street light.
- Decorative banners on the street lights. The design of the street banners should be consistent and highlight the "Blue Ridge Boulevard" and "Red Bridge Road" identities.
- Painted "ladder bar" crosswalks at signalized intersections.



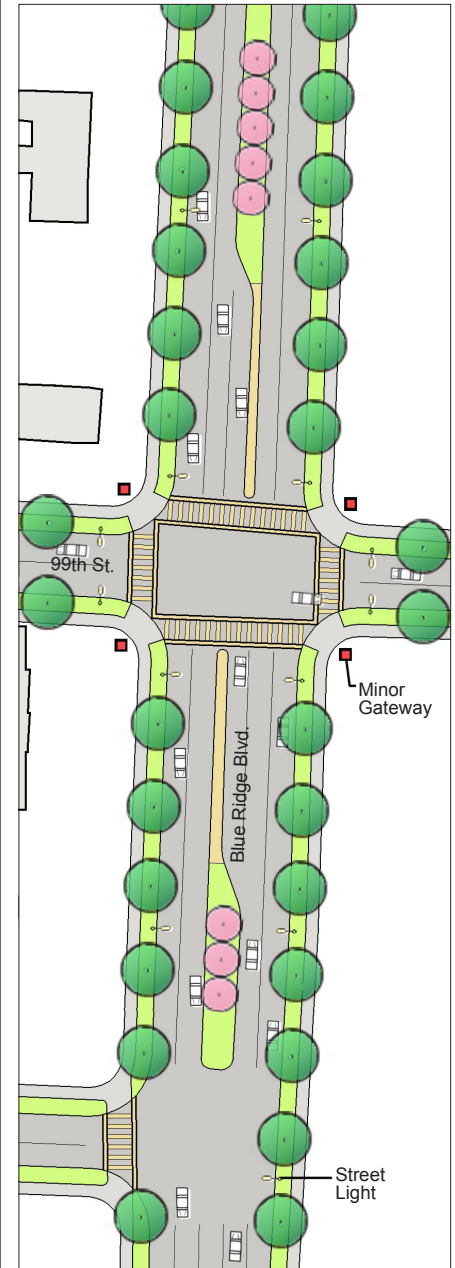
Residential area typical cross-section at mid-block



Residential area typical cross-section at intersection



Hickman Mills



Intersection of Blue Ridge Boulevard at 99th Street



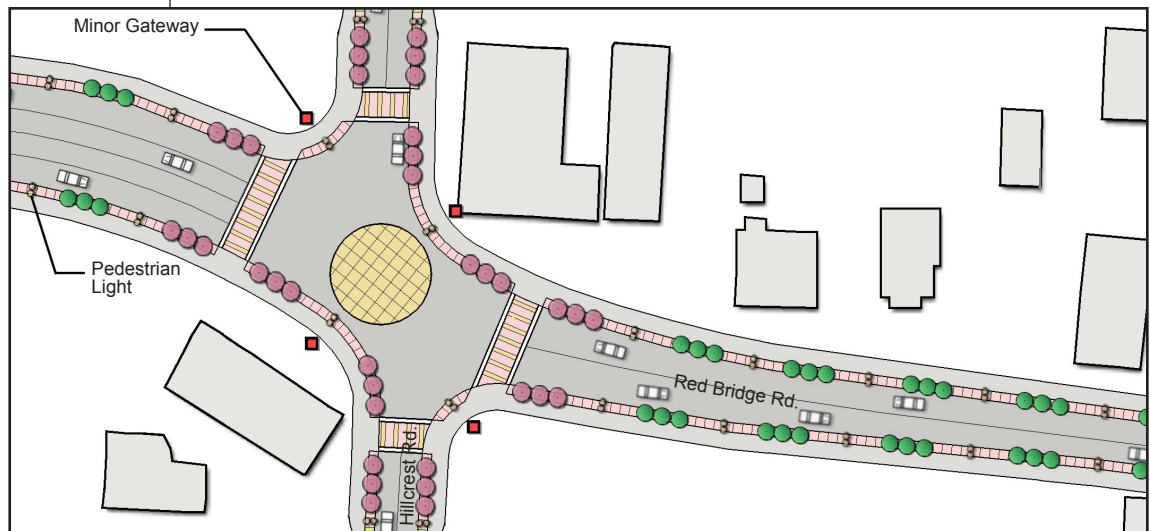
Hickman Mills

"OLD" HICKMAN MILLS DISTRICT

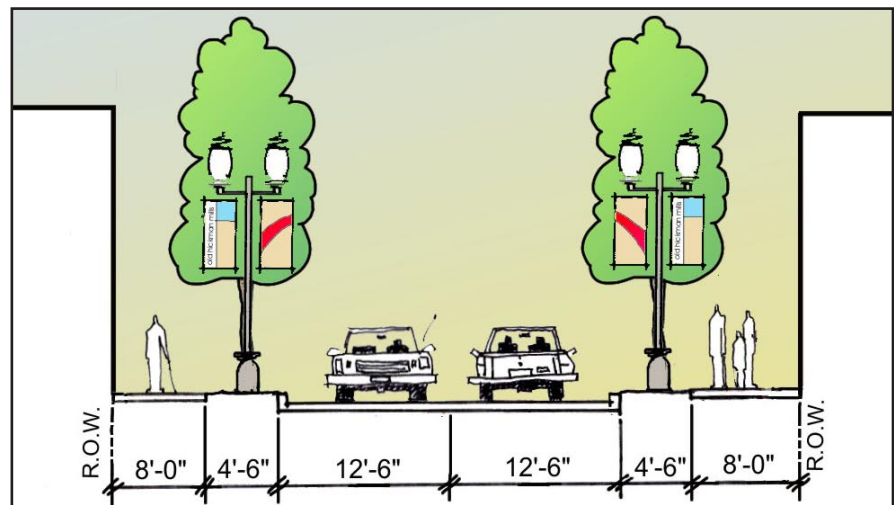
The "Old" Hickman Mills District is a special mixed use area with its center at the intersection of Red Bridge Road and Hillcrest Road.

Recommendations:

- Upright, columnar trees, spaced approximately 15 feet apart, should be clustered in groups of three, with approximately 40 feet between groupings.
- Ornamental trees are clustered at the intersection of Red Bridge Road and Hillcrest Road.
- Minor gateways at intersection of Red Bridge Road and Hillcrest Road.
- A 4'-6" paved buffer zone with street trees and historic pedestrian lights spaced to meet City requirements.
- A minimum 8-foot sidewalk.
- Light fixtures will include special pedestrian light standard to reinforce and enhance the area's historic theme.
- Double banners on light fixtures to highlight the "Old" Hickman Mills District theme.
- Decorative stamped paving or a change in paving material and/or paving color to demarcate crosswalks.



Historic pedestrian lighting standard example.



"Old" Hickman Mills area typical cross-section

HICKMAN MILLS AREA PLAN

TRANSPORTATION

Introduction

A major strength of the Plan Area is the convenient access to the US 71, I-435 and I-470 highway corridors. The construction of these facilities helped fuel growth in the south and southwest portion of the metropolitan area. In addition, the development of major arterial corridors such as Bannister Road and Blue Ridge Boulevard helped accelerate commercial and residential growth within the area. Within other areas, however, transportation improvements did not keep pace with development. Areas that developed prior to annexation have roads that do not meet today's standards with narrow lanes and no curbs or sidewalks. The chapter provides a guide for transportation improvements within the Plan Area.

Key Issues

The following issues were identified by Work Team participants, and analysis of existing conditions:

LACK OF TRANSPORTATION IMPROVEMENTS IN THE PLAN CORE

- To date, major road improvements have been completed or are in the process of being completed on the western edge of the Plan Area along segments of Hickman Mills Drive, Longview Road and 87th Street. Based upon the conversion of Bannister Mall and Benjamin Plaza into a mixed use district, participants question whether some of these arterials in the eastern portion of the Plan Area are over-built. Meanwhile, many of the arterials in the central and eastern portion of the Plan Area do not meet the existing Major Street Plan standards.

POOR CONNECTIVITY OF COLLECTOR STREETS

- Many of the collector roads within the Plan Area do not connect and dead-end into neighborhoods or open space. A future collector network needs to be identified to preserve the opportunity for future connections as these areas develop and/or redevelop.

WALKABILITY NEEDS

- Many areas throughout the Plan Area do not have sidewalks or have gaps in the sidewalk network forcing pedestrians to walk along open ditches or in the street. In terms of trails, there is an opportunity to build on the Plan Area's historic trails heritage.

MULTI-MODAL NEEDS:

- Throughout the process, participants noted the need to plan for all modes including vehicles, transit, pedestrians and bicycles.



3-Trails Crossing construction.



A major Plan objective is to serve the needs of vehicles, pedestrians, bicycles and transit.



Bannister Road just east of I-435,



Hillcrest Road within the 3-Trails District.

Guiding Principles

To address these issues, the following guiding principles were identified by Work Team participants:

- Plan for and build an “economical” road system. Roadway improvements should be based upon need.
- Promote a “balanced” transportation system that considers the needs of vehicles, public transit, pedestrians and bicycles.
- Plan for roadway connections to meet existing and future needs.
- Target walkability improvements within needed areas such as schools, parks, recreational facilities, institutional uses and transit stops.
- Pay tribute to the Plan Area’s connection to the Santa Fe, Oregon and California historic trails heritage.

Roadway Network

TRAVEL DEMAND ANALYSIS

Based on a roadway capacity analysis for the Plan Area, the Plan recommends improvements to the arterial street network ranging from 2 to 4-lanes and in some cases a reduction in lanes or “road diet” to serve the ultimate build out of the area.

COLLECTOR ROAD NETWORK

Based upon an analysis of existing and future needs, environmental constraints and the existing network, a system of collector roads are identified to serve the Plan Area.

KEY RECOMMENDATIONS

Collectors

- Collector streets (as shown on Map 6) should be constructed where they currently do not exist as development occurs in these areas and at the expense of the developer.

Arterials

- Bannister Road (I-435 to Hillcrest Road): When the 3-Trails Crossing improvements are completed, the City should commission a traffic study to determine if a reduction in travel lanes or “road diet” is feasible within this segment. Landscape enhancements, public art, sidewalks and a dedicated bike lane could be incorporated within the vacated lanes.
- Bannister Road (Hillcrest Road to James A. Reed Road): The City should monitor traffic congestion. If traffic congestion becomes a concern, the City should commission a corridor study to determine if additional lanes in excess of the Major Street Plan are warranted.
- Bannister Road (James A. Reed Road to Raytown Road): Widen up to 4 lanes in accordance with the Major Street Plan as development occurs to the east.
- Hillcrest Road (87th Street to Bannister Road): 3-Trails CID plans

TRANSPORTATION

identify a 2-lane road with on-street parking.

- Hillcrest Road (Bannister Road to Red Bridge Road): Add to **Major Street Plan** as a “Secondary Arterial” and widen up to 3-4 lanes as development and/or redevelopment occurs.
- 87th Street (US 71 to Blue Ridge Boulevard): Retain existing 4 lanes. The City should monitor traffic congestion. If traffic congestion becomes a concern, the City should commission a corridor study to determine if additional lanes in excess of the Major Street Plan are warranted.
- James A. Reed Road (87th Street to Bannister Road): Widen up to 3-4 lanes.
- James A. Reed Road (Bannister Road to West Longview Parkway): Retain the existing 4 lanes.
- Raytown Road (87th Street to I-470): Widen up to 4 lanes.
- Raytown Road (I-470 to Longview Road): Retain the existing 4 lanes.
- Blue Ridge Boulevard: As development and redevelopment occurs, consolidate redundant and dangerous driveways.
- 107th Street (Hickman Mills Drive to Blue Ridge Boulevard): Add to **Major Street Plan** as a “Secondary Arterial” and widen up to 3 lanes when the Kansas City Southern (KCS) rail bridge near the intersection of 107th Street and Blue Ridge Boulevard is widened.
- 107th Street (Blue Ridge Boulevard to Raytown Road): Widen up to 3 lanes.
- Red Bridge Road (US 71 to Hillcrest Road and Bennington Avenue to Blue Ridge Boulevard): Retain the existing 4-lane section.
- Red Bridge Road (Hillcrest Road to Bennington Avenue): Retain the existing 2-lane section. Widen up to 3 to 4-lanes as redevelopment occurs.
- Longview Road (US 71 to Raytown Road): Widen up to 4 lanes as redevelopment occurs. The City should commission a corridor study to determine if additional lanes in excess of the **Major Street Plan** standard are warranted in certain sections.
- Hickman Mills Drive (Red Bridge Road to Longview Road): Retain existing 3-4 lanes.
- Food Lane (Longview Road to Grandview City Limits): Retain existing 2 lanes.

Boulevards/Parkways:

- West Longview Parkway (87th Street to I-470): The City should consider a 2-lane roadway for future West Longview Parkway between I-470 and 87th Street. This is supported by the capacity analysis. The Board of Park and Recreation Commissioners must approve the final design of the parkway and a 4-lane parkway may ultimately be constructed.



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Hillcrest Road south of Bannister Road.



Existing KCS rail bridge near the intersection of 107th Street and Blue Ridge Boulevard.



Blue Ridge Boulevard south of 87th Street.



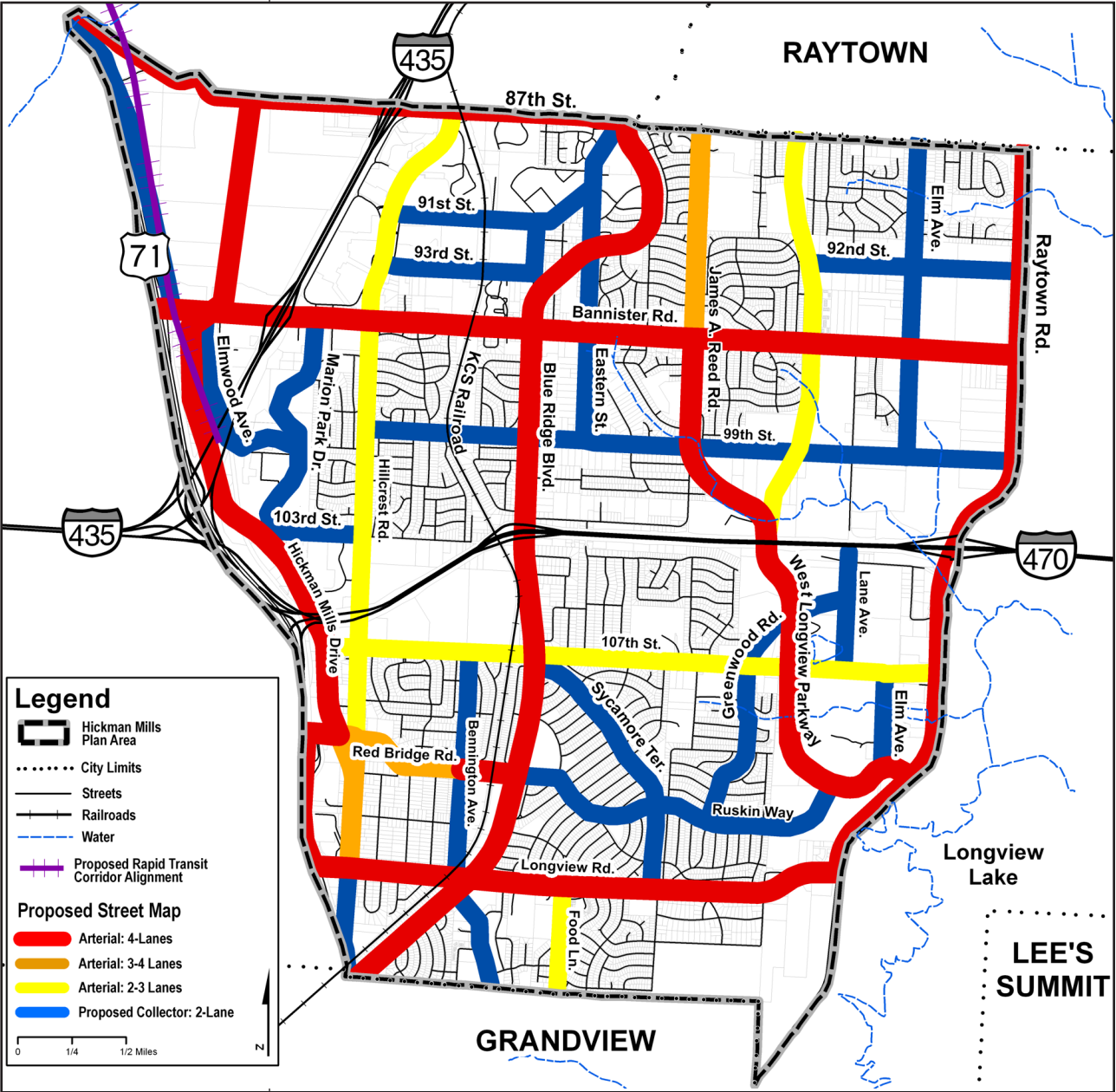
Red Bridge Road west of Bennington Avenue.



Hickman Mills

Proposed Street Map

The recommended ultimate number of travel lanes for the street network as well as a future collector road network for the Plan Area are shown below. These recommendations are based on a Capacity Analysis to determine the future roadway needs of the Plan Area at full development of the Future Land Use Plan (see Chapter 2, page 7.)



Map 7:
Proposed
Street Map

TRANSPORTATION

Roadway Priorities

Participants identified the following general priorities:

ROADWAY PRIORITIES

1. Developed areas - existing retail centers and neighborhoods.
2. Redeveloping areas - new mixed-use centers and employment.
3. Greenfield areas - generally east of James A. Reed Road.

Transit Recommendations

RAPID TRANSIT CORRIDOR

The City's *Major Street Plan* identifies the route of a "Special Purpose Rapid Transit Corridor" (shown on the Map on the previous page) from Downtown to the Plan Area along US 71. This Corridor should be preserved. The City and KCATA should conduct a study to explore the feasibility of this alignment and explore a potential connection to the 3-Trails Village area.

MAJOR TRANSIT CENTERS

Major Transit Centers are identified to support future Transit Oriented Development (TOD). Major Transit Centers are large transit stop areas designed to serve multiple routes and/or transit modes. TOD's encourage a mix of uses and design that compliments and encourages public transportation. (See Chapter 2, page 17 for Design Guidelines within these areas). Identified Major Transit Centers include:

- Terminus of future "Special Purpose Transit Corridor".
- 3-Trails Village - this area currently serves as a major transit hub for existing bus routes and could support future Bus Rapid Transit.
- New mixed use district "Ruskin Center" at the intersection of Blue Ridge Boulevard and Red Bridge Road. The District will serve as a central hub for bus routes along Blue Ridge Boulevard and transit circulators connecting adjacent neighborhoods and activity centers.



Circulator buses in the 3-Trails Village District.



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The US 71 Corridor may support a future special purpose rapid transit corridor.



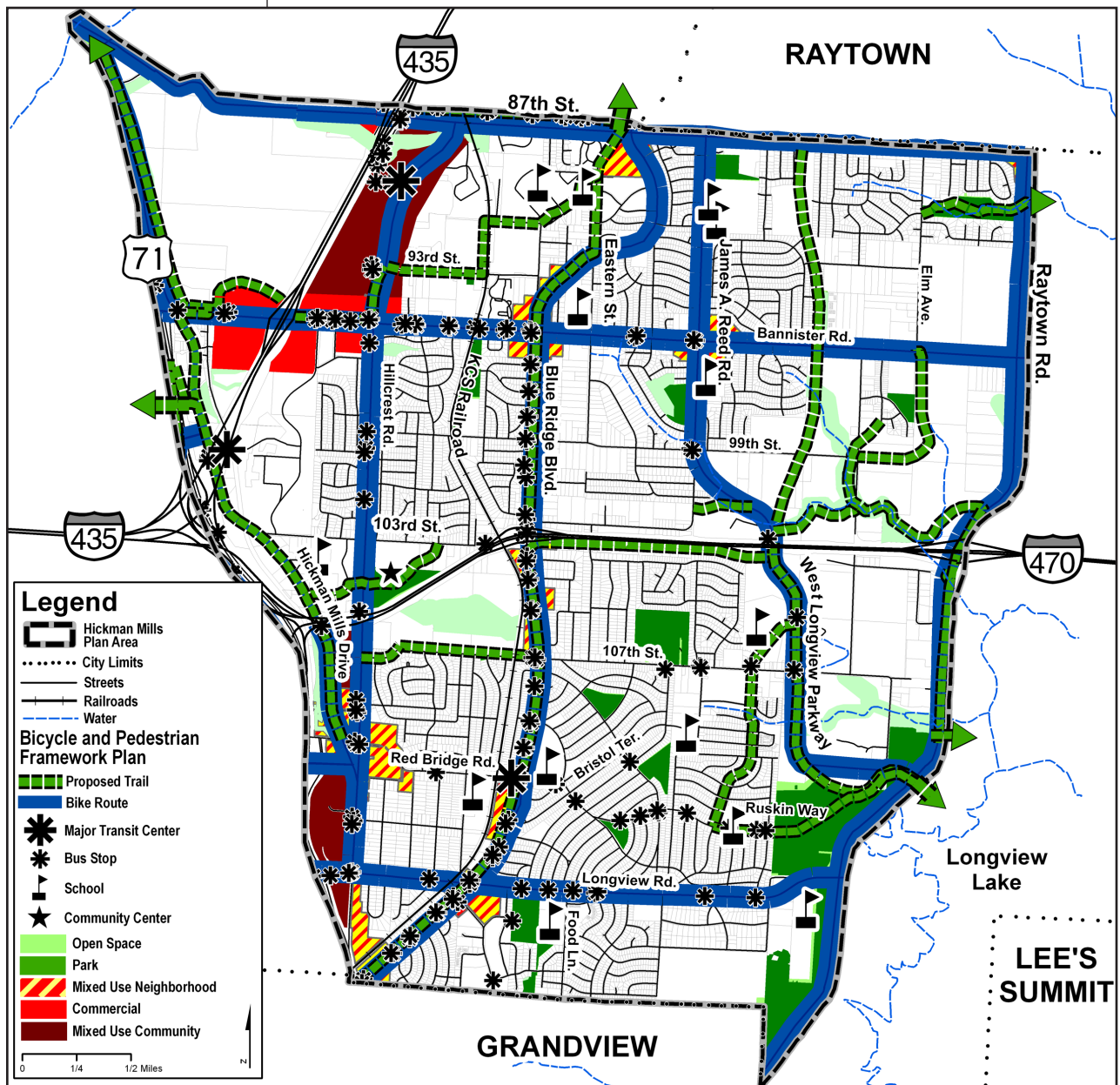
Existing transit center within the 3-Trails Village District.



Hickman Mills

Transit, Trail and Bicycle Framework

The map shown below identifies the ultimate transit, trail and bicycle network for the Plan Area. This map was developed as a result of input from Work Team participants, stakeholders and an analysis of existing conditions. A description of these recommendations are provided on the following page.



Map 8:
Transit, Trail
and Bicycle
Framework

TRANSPORTATION

Trail and Bicycle Recommendations

- A system of on-street and off-street bicycle and multi-use trails should be provided that balances transportation and recreation needs
- The Plan Area will be interconnected through a series of trails that will link regional destinations such as 3 -Trails Village and employment areas to the west with Longview Lake and Park to the West. A series of local trails will connect neighborhoods to parks, schools, churches and retail areas. Design enhancements including public art and signage should emphasize the Plan Area's historic trails heritage as the crossroads of the Santa Fe, Oregon and California Trails.
- All trails within the Plan Area will include enhanced pedestrian amenities including wayfinding signage, lighting, benches, trash receptacles and generous landscaping. (Refer to Chapter 4, Urban Design Framework for specific guidelines).
- Add a bike lane or improve the shoulders along Raytown Road south of 107th Street by eliminating pot holes, etc. to safely accommodate bike traffic.

GENERAL TRAIL PRIORITIES

Participants identified the following general trail priorities:

1. Connections to existing trail segments.
2. Connections to employment centers, districts and mixed-use areas within the Plan Area.
3. Connections to parks, recreation facilities and institutional uses within the Plan Area.
4. Connections to neighborhoods within the Plan Area.
5. Connections to regional destinations outside of the Plan Area.

GENERAL ON-STREET BIKE LANE PRIORITIES

Participants identified the following general priorities according to the *Urban Design Framework Plan* (See Chapter 4, Page 30) and an analysis of existing bike routes identified on the *Major Street Plan*:

1. Primary Image/Great Pedestrian Streets.
2. Primary Image Streets.
3. Secondary Image Streets.



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Existing unimproved shoulder along Raytown Road.



Connections to existing trail segments are a priority.



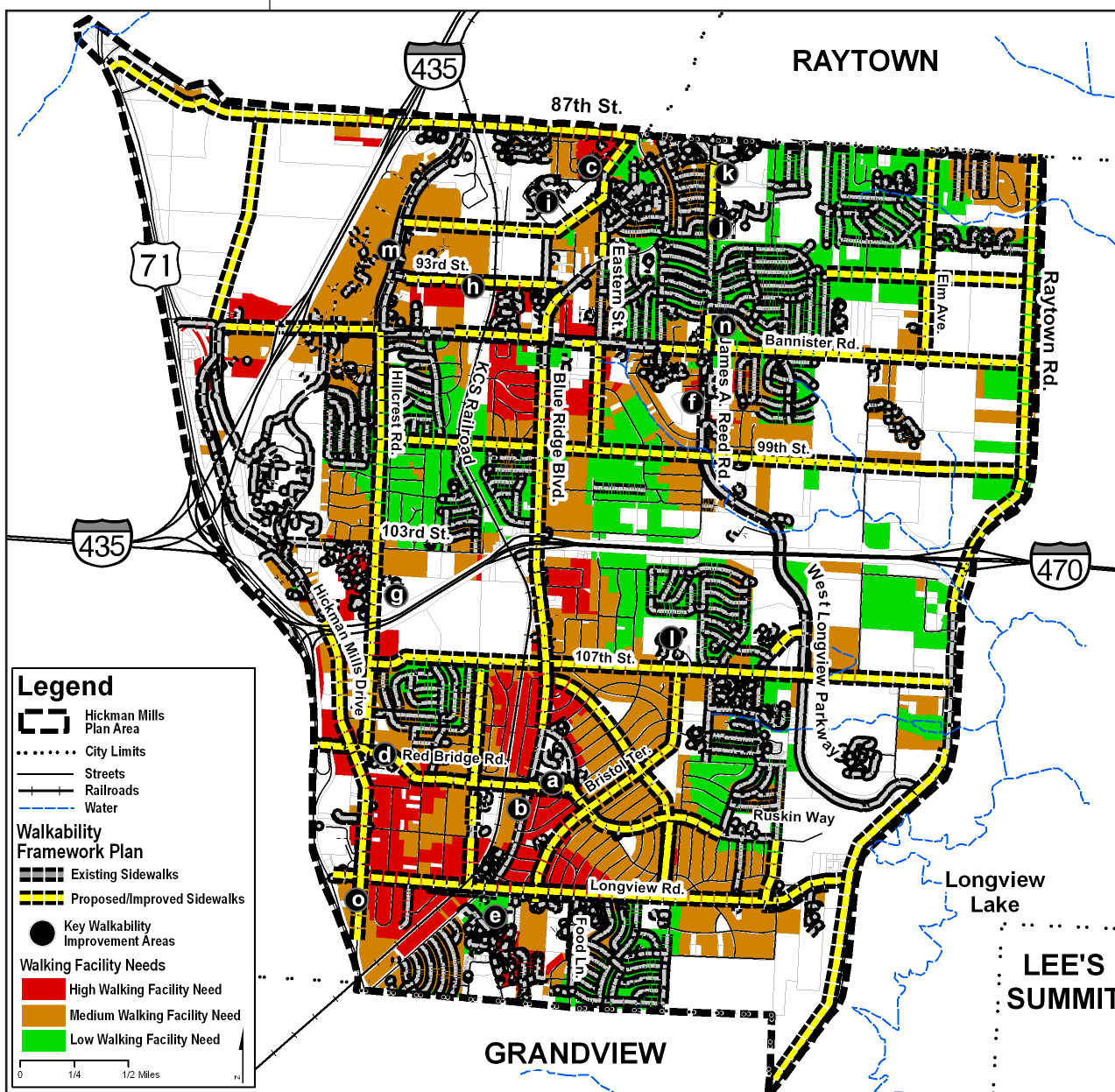
Lack of designated bike paths is a significant issue.



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Walkability Framework Plan

The map below summarizes walkability facility needs as identified within the *Kansas City Walkability Plan* (high, medium and low) for the Plan Area. Other important considerations, as identified by Work Team participants include proximity to schools, transit stops, character of streets and sidewalk gaps. Walkability recommendations are shown below and outlined on the following pages and are based on a detailed Walkability analysis (see *Walkability Technical Report*).



TRANSPORTATION

WALKABILITY RECOMMENDATIONS

- Sidewalks will be constructed (as shown below) on all arterials and collector streets. Sidewalks and other walkability improvements will be prioritized in “High Need” areas or in priority destinations.
- The City and area stakeholders should continue to work with the Hickman Mills School District and parochial schools to construct sidewalks (or trails) to connect to adjacent neighborhoods.

WALKABILITY PRIORITIES

The matrix below prioritizes the Plan Area destinations. Specific improvements within these areas are described in the *Walkability Technical Report* and summarized in the Implementation Chapter on pages 83-88.

- 1st Priority - High Need Areas with emphasis on Priority Image Streets and access to schools:

Map Key	Pedestrian Destination	High Need Area	Image Street	Proximity to School
a.	Ruskin High School	Y	Y	Y
b.	Ruskin Heights Shopping Center (Neighborhood Activity Center)	N	Y	Y
c.	Loma Vista Shops (Neighborhood Activity Center)	Y	Y	Y
d.	Historic Old Hickman Mills District (Mixed Use and Multimodal Transportation Center)	Y	Y	N
e.	Longview Shopping Center (Neighborhood Activity Center)	Y	Y	N

- 2nd Priority - Emphasis on completing sidewalk gaps on arterial and collector streets:

f.	Bannister Park/Harry S. Truman School	Y	N	Y
g.	Hillcrest Community Center/Jerry Darter Park	Y	N	N
h.	Schumacher Park/ Santa Fe National Historic Trail Marker	Y	N	N

- 3rd Priority - Schools (not in High Need Areas):

i.	Hickman Mills High School	N	N	Y
j.	Archbishop O'Hara High School	N	N	Y

- 4th Priority - Parks, recreation facilities, institutional uses, mixed-use centers, retail centers and transit stops (not in High Need Areas):

k.	James A. Reed Park (Recreation Site)	Y	N	N
l.	Clark Ketterman Athletic Field (Recreation Site)	N	N	N
m.	Bannister Mall /Benjamin Plaza (Mixed Use & Multimodal Transportation Center)	N	N	N
n.	Robandee Shopping Center (Neighborhood Activity Center)	N	Y	N
o.	Crest Shopping Center (Neighborhood Activity Center)	N	Y	N





Hickman Mills

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INFRASTRUCTURE

Introduction

As discussed in the Housing and Neighborhoods Chapter, large portions of the Plan Area pre-date annexation. Infrastructure within these areas was designed to meet the County standards. Today many of these areas have significant infrastructure issues including:

- inadequate stormwater infrastructure such as curbs, gutters or engineered ditches and swales;
- undersized water mains; and
- issues in connecting to sanitary sewer service

The chapter addresses these issues and provides a guide for infrastructure improvements, priorities and strategies.

Key Issues

The following issues were identified by Work Team participants, and analysis of existing conditions:

STORMWATER ISSUES

- Portions of the Plan Area have open ditches and driveway culverts that need to be repaired, widened or reconstructed. Some older areas that have deteriorating curbs and/or gutters that need to be improved or replaced. Other stormwater issues include the need for strategies to manage existing stormwater run-off and tools to regulate new development in terms of its impacts on stormwater, water quality and stream health.

UNDERSIZED WATER MAINS

- Significant portions of the Plan Area have undersized water mains that are less than 4-inches in diameter. These mains do not provide adequate water pressure and lack the ability to meet the area's fire flow needs. As a result of a \$250 million Water Bond, the City plans on upgrading undersized lines throughout the City. These improvements should be coordinated with other projects within the area.

SANITARY SEWER CONNECTIONS

- There are approximately 193 homes on septic systems within the Plan Area. The major issue facing residents is paying for the assessments. Currently, the assessment is based on the entire square footage of the property owned per City Charter requirement. Therefore, homes on large lots pay larger assessments than those on smaller lots.



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Open-ditch drainage section within the Plan Area.



Hillcrest Road after a rain event.



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Old Santa Fe Road, adjacent to Hickman Mills High School, does not have curbs or sidewalks.



Stream corridors and drainage areas, as shown above, should be protected.

WET WEATHER RELATED SEWER BACKUPS

- The City has received numerous repeat calls for water-in-basement issues caused by sewer backups. In response, the Water Services Department is proposing a Sewer Back-Up Program to respond to water-in-basement issues caused by wet weather related sewer backups. Through this program, the City will provide in-home remedies to significantly mitigate service line back-ups.

WALKABILITY

- Many neighborhoods within the Plan Area do not have curbs or sidewalks forcing pedestrians to walk along open ditches or in the street.

Guiding Principles

COORDINATE INFRASTRUCTURE IMPROVEMENTS

- Infrastructure improvements will be coordinated in order to maximize efficient use of public funds. On-going planning and coordination will occur between City Planning and Development, the Public Works Department, the Water Services Department, the Parks and Recreation Department, MoDOT, KCATA and other agencies.

INTEGRATE STORM WATER BEST MANAGEMENT PRACTICES

- New projects within the Plan Area will adhere to the following **KC-ONE Wet Weather Solutions Program** Guiding Principles:
 - > Through strong creative leadership and a stewardship ethics, the *Wet Weather Solutions Program* will take action to manage the City's water resources in a sustainable way.
 - > Watershed-based: Considers all sources of problems and solutions so that strategies account for the interrelationship of water, land use, air quality, and human communities within a watershed, leading to project outcomes with multiple benefits.
 - > Maximize environmental, community and economic benefits: Prefer options that create multiple benefits for the community, environment, and the regional economy so that the legacy is a stronger, more appealing, and more prosperous community.
 - > Financial: Manage the community's resources with a long-term view, pursuing fairness in the distribution of the economic benefits and burdens.

PROMOTE A WALKABLE COMMUNITY

- Identify walkability improvements to support a safe and inviting environment for pedestrians and cyclists.

INFRASTRUCTURE

Infrastructure Priorities

The following infrastructure priority areas are based upon input from Work Team participants and analysis of opportunities based upon existing conditions. These areas are listed in priority order.

1. **OPPORTUNITY INFRASTRUCTURE IMPROVEMENTS:** If a project is funded and let within the Plan Area, the applicable City department or agency will reference this plan and coordinate identified improvements with other departments and agencies. For example, if an undersized water line is upgraded, other improvements such as the installation of a sidewalk or trail should be completed concurrently where possible.
2. **REHABILITATION NEIGHBORHOODS:** The Housing and Neighborhoods chapter identifies priority areas for neighborhood improvements. Infrastructure investments should be a priority within established areas. Areas identified as “Rehabilitation” neighborhoods are 1st priority.
3. **HIGH WALKABILITY NEED AREAS:** The *Walkability Technical Report* identifies recommended improvements within these areas.
4. **EXISTING COMMERCIAL, OFFICE AND EMPLOYMENT AREAS:** The established commercial, office and employment areas have significant infrastructure needs.
5. **GREENFIELD SITES:** The development of the remaining greenfield sites is important to plan participants. However, throughout the process, participants identified these areas as a long-term priority. Infrastructure extensions and improvements in these areas should generally be provided by private development and property owners.

Storm Water Recommendations

IMPLEMENT THE KC-ONE STORM WATER MANAGEMENT PLAN

The Water Services Department has identified 35 watersheds throughout Kansas City for which master plans have been or are being developed. The *KC-ONE Storm Water Management Plan* or *KC-ONE* will bring these master plans together into one comprehensive plan and detail the City’s strategy, policy and administrative plans for the future of the stormwater management program. The mission of *KC-ONE* is to create “one Plan”, “one People”, and “one Voice” for the management of stormwater throughout Kansas City.”

Through this process, *KC-ONE* identified several stormwater management strategies including opportunities to protect, preserve



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Infrastructure improvements are a priority within Rehabilitation Neighborhoods.



Infrastructure improvements should address high walkability need areas.



and enhance stream corridors. The *Hickman Mills Watershed Plan* and the *Little Blue River Watershed Plan* identified these opportunities within the Plan Area through an analysis of key environmental conditions including steep slopes, vegetative cover, depressional areas, floodplains, wetlands and stream health; and existing development including existing open space, structures, impervious surfaces and right-of-way. Based upon this analysis, two stormwater management framework plans were identified:

- **Stream Buffer Framework:** Identifies environmentally sensitive areas within and adjacent to all streams within the Plan Area that are to be protected and preserved.
- **Opportunity Areas for Innovative Stormwater Management Techniques:** Identifies opportunity areas for the integration of innovative stormwater management solutions based upon best management practices also known as “Stormwater BMPs.”

The results of these analyses and recommendations are included on the following pages.

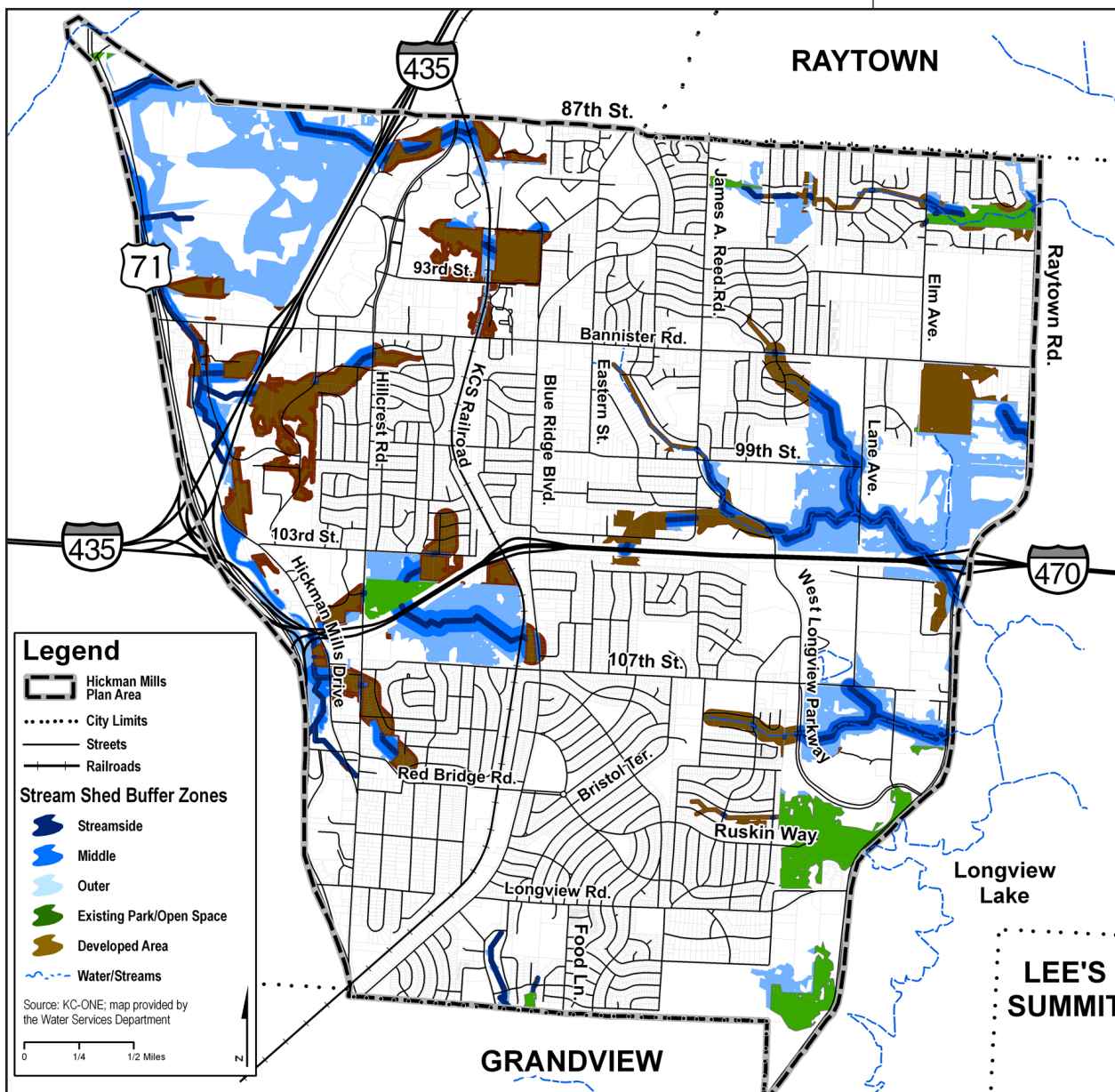
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Stream Buffer Framework

The map shown below, developed as part of *KC-ONE*, identifies recommended stream buffers based upon analysis of existing stream conditions. Guidelines for each of these buffers are included on the following page. The “Developed Areas” shown in brown on the map below, are within these buffers but have existing structures. As these areas redevelopment, the Plan guidelines will apply.





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The Stream Buffer Guidelines are intended to protect stream quality, enhance the area and for stormwater management.

STREAM BUFFER GUIDELINES

All development proposals, projects and public improvements within identified buffer areas will adhere to these recommendations.

Streamside Areas: Are bounded by a 25-foot strip adjacent to the top of the stream or creek bank.

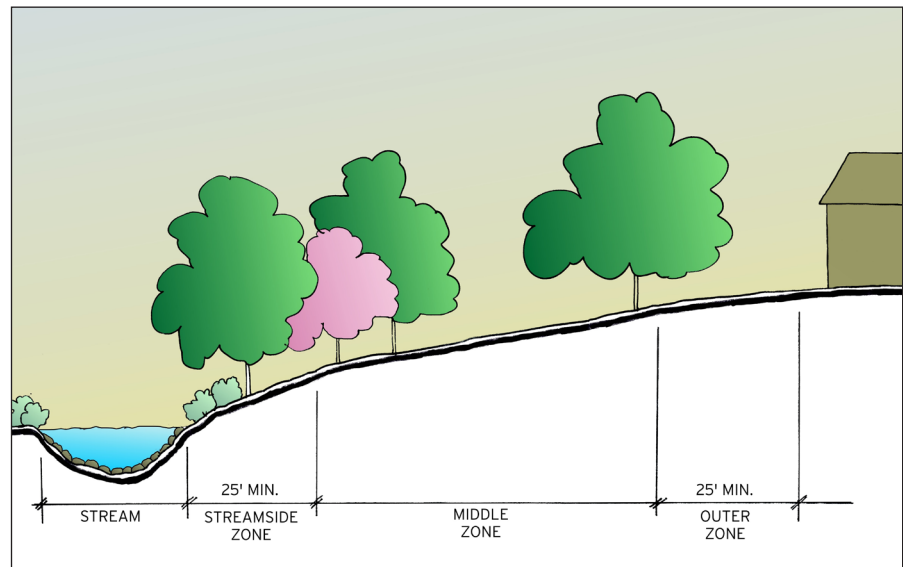
- These areas should be reserved for green space preservation and restoration of native habitats. All other development is restricted.

Middle Areas: Variable zone that include the 100-year floodplain and/or national wetlands. Minimum distances (from 0 to 250-feet) would apply if there is no mapped floodplain.

- Some limited recreation uses and utilities may occur within these areas such as unpaved pedestrian and bike trails and natural storm-water management practices.

Outer Areas: Variable zone extending a minimum of 25-feet from the middle zone. These areas include slopes greater than 15%, or likely natural habitat areas.

- Conservation Residential developments are recommended within and adjacent to these areas to preserve the outer, middle and streamside areas with a minimum of 60 percent open space. (See Chapter 2, Land Use and Development, for land use guidelines within these areas.)



Cross-section of stream setback areas

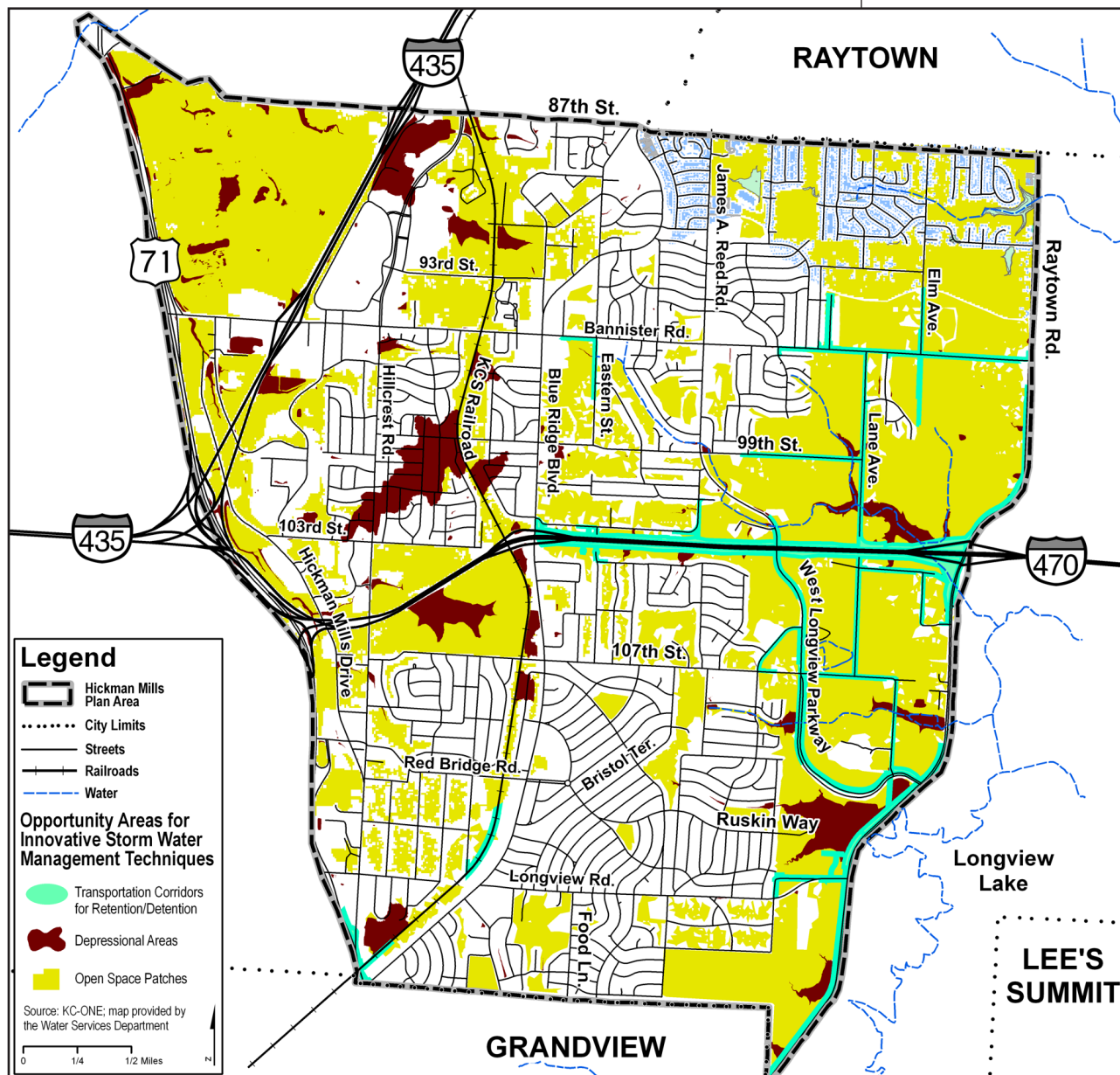
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Opportunity Areas for Innovative Stormwater Management Techniques

The map shown below, developed as part of *KC-ONE*, identifies opportunity areas for the integration of stormwater best management practices (BMP"s). A description and recommendations for each of these areas is included on the following page.





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Vegetated Channel



Filter Strip



Pervious Pavement

All development proposals, projects and public improvements within these areas should consider the following stormwater management techniques or BMPs. More detailed standards and specifications for all of listed BMPs are referenced in the *Manual of Best Management Practices for Storm Water Quality* or “*BMP Manual*”, adopted in October 2006. It should be noted that BMPs are most effective when applied in a “treatment train” meaning a series of treatments combined to improve the areas overall water quality.

TRANSPORTATION CORRIDORS

These areas represent opportunities to integrate stormwater improvements within the right-of-way. Structural BMPs and engineered systems are well suited for use within transportation corridors.

Recommended BMPs:

- **Vegetated Swales** are broad shallow channels with a dense stand of vegetation covering the side slopes and channel bottom. Properly designed vegetated swales can slow and temporarily store stormwater runoff, trap pollutants, promote infiltration and reduce flow velocities.
- **Vegetated Channels** are broad, shallow, natural or constructed channels with a dense stand of vegetation covering the side slopes and channel bottom. They slowly convey stormwater runoff, and in the process promote infiltration, reduce flow velocities, and pretreat stormwater. Vegetated channels can have either parabolic or trapezoidal cross sections. Channels are well suited for roadside applications. Unlike a vegetated swale, a vegetated channel does not include a prepared soil filter bed.
- **Filter Strips** are grassed practices that accept sheet flow runoff from adjacent surfaces. They slow runoff; filter out sediment and other pollutants; and enhance infiltration of surface water runoff. Filter strips are well suited to areas adjacent to parking lots and other impervious surfaces where runoff can be conveyed and filtered before it is discharged into swales, storm sewers, or surface water bodies.
- **Pervious Pavement** infiltrates stormwater runoff into the ground through a permeable layer of pavement or other stabilized permeable surface. These systems can include porous asphalt, porous concrete, and cobble pavers with porous joints or gaps. Pervious pavement can greatly reduce runoff and associated pollutants leaving the area. Pervious pavement systems are suitable for a limited number of applications in areas not exposed to high volumes of traffic or heavy equipment. They are particularly useful for driveways, streets, residential areas, and overflow parking areas.
- **Bioretention Areas** are soil-based and plant-based stormwater management practices that filter runoff from developed sites by mimicking natural vegetated systems; these naturally control

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hydrology through infiltration and evapotranspiration. A typical application for a bioretention area is to infiltrate and treat surface runoff from parking lots. Bioretention areas are small vegetated depressions into which surface water is diverted. Stormwater flows into the bioretention area, ponds on the surface, and gradually infiltrates into the soil bed. Treated water is allowed to infiltrate into the surrounding soil or is collected by an underdrain system and discharged to the storm sewer system or directly to receiving waters. If a bioretention system allows water to infiltrate into the surrounding soil, it can be an excellent source of groundwater re-charge.

DEPRESSIONAL AREAS

Undisturbed depressional areas are well suited for non-structural BMPs.

Recommended non-structural BMPs:

- **Bottomlands** are low-lying lands along a watercourse that flood frequently. Undisturbed bottomlands and floodplains typically host a diverse collection of vegetative species. Preserving bottomland and floodplain vegetation during development maintains a natural buffer that can filter out sediment from runoff before it enters the watercourse; and reduce the velocity of surface water runoff, thus decreasing the potential for erosion. Undisturbed bottomlands and floodplains most effectively preserve pre-development hydrology, slows surface flow, promotes infiltration, reduces erosion, traps sediment and sediment-bound pollutants, improves soil structure, host microorganisms and plants that transform nutrients into usable forms and can break down pollutants, preserve wildlife habitats and provide aesthetic and recreational benefits.

Disturbed and developing depressional areas can utilize the following structural BMPs:

- **Infiltration Basins** are earthen structures that capture a storm-water runoff volume, hold this volume, and infiltrate it into the ground over a period of days. Vegetated infiltration systems help to prevent migration of pollutants; the roots of the vegetation can increase the permeability of the soils, thereby increasing the basin's efficiency.
- **Infiltration Trenches** are defined as excavated trenches filled with coarse granular material; they collect stormwater runoff for temporary storage and infiltration. Infiltration trenches and wells can remove suspended solids, particulates, bacteria, organics, soluble metals and nutrients through mechanisms of filtration, absorption, and microbial decomposition.
- **Lakes, Ponds, and Regional Detention Basins** can be utilized to store runoff and reduce peak discharges to downstream areas to reduce flooding.



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Bioretention facility



Bottomlands



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Vegetated infiltration basin



Rain garden



Rain barrel

OPEN SPACE PATCHES

Existing open spaces are ideal for non-structural BMPs. Existing native vegetation should be preserved and promoted during site development. Where existing vegetation is disturbed during development, native vegetation will be considered equivalent if the site developer carefully restores the pre-development soil profile, then selects and plants vegetation according to the *BMP Manual*.

Recommended non-structural BMPs:

- In upland areas, preserve or establish native plant species best suited to the location. Preserving existing upland native vegetation demands less maintenance than turf grass plantings or other landscaping, and reduces operations and maintenance costs. Native upland ground cover also: preserves pre-development hydrology, slows surface runoff, promotes infiltration, traps pollutants, preserves wildlife habitat and provides aesthetic and recreational benefits.

Recommended structural BMPs:

- A rain garden is a small residential depression planted with native wetland and prairie vegetation (rather than a turfgrass lawn) where sheet flow runoff collects and infiltrates. Rain gardens function similar to larger-scale bioretention areas. Typical sites for rain gardens include residential yards and community common areas.

OTHER POTENTIAL AREA-WIDE STORMWATER MANAGEMENT BMPs

The following stormwater management BMPs are recommended throughout the Plan Area:

- The Plan Area will lead the way in stormwater best management practices. Neighborhoods will be encouraged to become proactive in stormwater management through the following:
 - > Individual rain gardens; and
 - > rain barrels or cisterns.
- New commercial, office and employment uses will be encouraged to become proactive in stormwater management through use of the following:
 - > Bioretention facilities;
 - > bioswales;
 - > pervious pavement; and
 - > other strategies identified within the *BMP Manual*.
- The Water Services Department will continue to work with local residents and businesses to educate their neighbors and businesses about the latest stormwater management techniques.

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ROADWAY DRAINAGE SYSTEMS

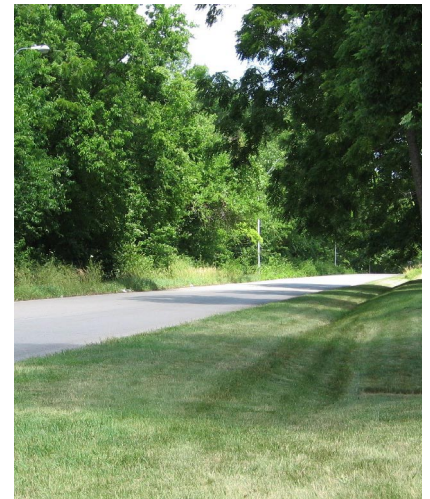
Many Hickman Mills neighborhoods pre-date annexation by the City and were built to county standards in the 1950s. Roads through these neighborhoods generally have open ditches and driveway culverts to convey stormwater runoff. In small portions of the Plan Area, homes are set back on deep lots. Due to the openness and lower density, these neighborhoods tend to have a more rural feel. For this reason, Work Team participants from these neighborhoods advocated use of open ditches as long as they are properly installed and maintained.

Benefits of open ditches include:

- Water running through a grass lined ditch will tend to flow slowly and have a chance to absorb into the soil.
- Runoff that is absorbed into the soil will not travel downstream and not contribute to flooding in low-lying areas.
- Soils and vegetation tend to absorb particles and pollutants and remove them from the runoff before it reaches our larger streams, creeks, and rivers.

ROADWAY DRAINAGE GUIDELINES

- Within established areas with open ditches, the City will work with adjacent property owners to maintain these areas by keeping vegetation managed and cut back. Dense vegetation can block and dam the water flowing in the ditch causing localized flooding.
- An ideal roadside ditch is wide and relatively shallow with mild side-slopes to facilitate frequent mowing and maintenance. Deep ditches with vertical sidewalls are difficult to maintain, they tend to erode and are hazardous to vehicles that stray from the road.
- Open ditch sections tend to require significantly more space than standard curb and gutter sections. Wide, shallow roadside ditches will require more public right-of-way, and homes should be set-back farther from the edge of pavement to allow for long gentle yard slopes to the ditch.
- Flexible standards should be considered within the Plan Area that will allow for improvements to existing neighborhoods without forcing the standard curb and gutter section. However, non-curbed sections should only be considered when such developments can:
 - > address walkability needs;
 - > demonstrate cost effectiveness in terms of both construction and long term maintenance;
 - > prove clear water quality and stormwater management benefits; and
 - > are consistent with **KC-ONE** recommendations.



Work Team participants identified open ditches as important to reinforcing the rural character of the area.



Roadway with curb, gutter and sidewalk



Hickman Mills

Water Main Recommendations

A \$250 million dollar Water Bond has allocated approximately \$41.5 million for replacement of all 2-inch and 4-inch water mains throughout the City. These lines are shown on the map on the following page. Priorities within the Plan Area for these improvements include:

Water Main Replacement Priorities:

- **1st Priority:** In coordination with other projects including but not limited to road widening, sewer improvements, walkability improvements, etc.;
- **2nd Priority:** within Rehabilitation Neighborhoods; and
- **3rd Priority:** within Transitional and Stable Neighborhoods.

Sanitary Sewer Service Recommendations

Sanitary sewer service is available for much of the Plan Area. However, there are still significant pockets of homes still on septic systems (see map on the following page). The Water Services Department has been working with neighborhoods within the Plan Area to provide sanitary sewer service. When a new public sewer line is constructed, properties are assessed on a square footage basis to pay for the public line. To use this service, properties owners must also pay for a private line to connect the public line to the house. Unfortunately, even when public sewers are provided, the additional cost for making the city sewer available to their property combined with the assessment for public sewers can be a challenge.

Recommendations:

- Residents will continue to work with the City to explore modifying the existing assessment mechanism and reduce the financial burden to homeowners in connecting Plan Area homes to the City's sanitary sewer system. Potential options include:
 - > Extend the payback period for the loan on the assessment; and/or
 - > reduce the interest rate on the loan for the assessment; and/or
 - > explore funding mechanisms to subsidize a portion of the assessment.
- The City will continue to work with neighborhoods to provide sanitary sewer service and remove existing septic systems.

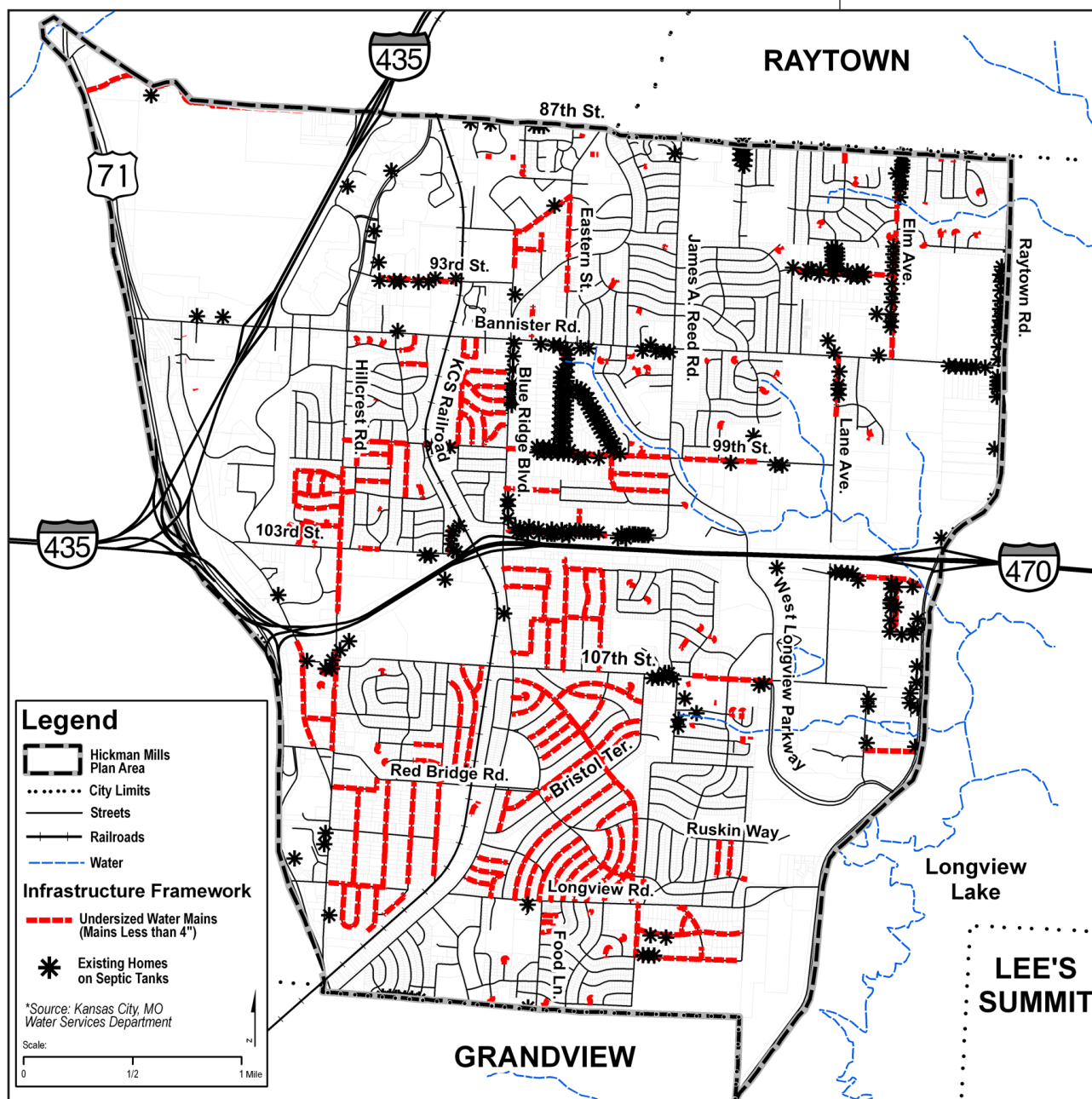


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Infrastructure Framework





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IMPLEMENTATION

This Chapter provides the tools and steps to implement the guidelines, recommendations and actions outlined within the Plan and assigns responsibilities for implementation. The Chapter is divided into the following elements:

- **Oversight Committee:** Citizen-body to partner with the City to implement the Plan's recommendations.
- **Financing Programs:** Identifies applicable funding programs as well as the requirements necessary to obtain funding.
- **Implementation Matrix:** Provides a summary of Plan recommendations, responsibilities and general time frames.
- **Decision Making Criteria:** Describes how the Plan is intended to be used to guide development decisions and capital improvements.

Hickman Mills Area Plan Oversight Committee

To implement the Plan's recommendations, residents, property owners, business owners and interested citizens should take a role in the implementation of the Plan's recommendations. Although the City will be an active participant in this effort, the process should be sustained by community leaders. To begin the implementation process, it is recommended that a Plan leadership group be formed, hereafter referred to as the *Hickman Mills Plan Oversight Committee* or "Committee" to work with the City to help implement the Plan vision. This Committee will be formed following the City Council's adoption of the Plan. Community leaders should take an active lead in forming this Committee and in determining its' roles, responsibilities and function.

Summary Of Financing Programs

There are a variety of funding sources which governmental agencies, local business owners, and developers can pursue to meet the financial needs of the proposed recommendations. The implementation section of this Plan is a first step towards securing some of the financing needed. The City has a range of actions identified and these actions will require several areas of financing. The following sections provide a summary of the currently available financing techniques open to the community to pursue for implementation of the recommendations. In each case, the targeted use of the funds, the requirements necessary



The Plan's success is tied to continued and sustained involvement by residents and area stakeholders.



to obtain funding, and the application process are explained. It should be noted that this list is not exhaustive and other funding mechanisms may be available in the future.

1. Community Development Block Grant (CDBG)

Eligible Projects/Programs: Housing and Neighborhood Improvements.

This program is directed by the Department of Housing and Urban Development (HUD) and provides funding for a wide variety of community development projects. CDBG provides eligible cities with annual direct grants they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services, principally to benefit low and moderate income persons.

Although the rehabilitation of affordable housing has traditionally been the largest single use of CDBG funds, the program is also an increasingly important catalyst for economic development activities. In order for any project to be considered for CDBG funding, it must meet one of the three broad “national objectives” established by Congress.

A CDBG project must benefit low and moderate income persons; prevent or eliminate slums and blight; or meet an urgent community development need. Primary emphasis is usually placed on the objective to benefit low and moderate income persons.

CDBG funds for low-income households could be available to pay for removal of existing septic tanks and installation of new service from their home to the mainline.

2. Enterprise Zone/Empowerment Zone

Eligible Projects/Programs: Economic Development and Jobs Creation.

This program offers new and expanding businesses located within a designated Enterprise Zone a variety of state and/or local tax credits. Benefits are designed to encourage investment and growth and to help address unemployment and underemployment within the City’s Enterprise Zone. Tax exemptions and credits apply to State Corporate Income Tax and local property tax abatement for property owners who make improvement to real property.

3. Public Improvement Advisory Committee (PIAC)

Eligible Projects/Programs: Transportation and Infrastructure.

PIAC consists of 13 persons, two from each council district and a chairperson, appointed by the Mayor and City Council. PIAC’s primary function is to solicit citizen input and make recommendations regarding both the city-wide and neighborhood portions of the capital budget from a sales tax dedicated to public improvements. PIAC holds a series of public hearings to provide citizens with an opportunity to express their opinions, concerns and project requests regarding the capital budget. This Committee submits a balanced five-year capital improvements program and neighborhood recommendations to the City Council.



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4. **Special Business Districts**

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

Missouri Statutes “Sections 71.790 et seq., RSMo,” authorize cities to establish special business districts for specified areas upon petition by one or more owners of real property in the proposed district. The purpose of the law is to grant to such districts the power to levy special fees and taxes in each district for the maintenance and improvement of the special business district. Property owners in the district may be taxed on an ad valorem basis at the rate of \$.85 per \$100 of assessed valuation. Businesses may be assessed a license tax (subject to a protest by businesses representing a majority of the total license taxes).

The taxes and fees may be used for the purpose of maintaining and improving public facilities in the district. Discretion as to the types and amounts of expenditures lies solely with the local government, which appoints a commission or advisory board to make recommendations as to expenditures and uses. The district may issue general obligation bonds for up to 20 years, if authorized by the City and approved by either four-sevenths or two-thirds of the voters in the district voting in an election, depending upon the election date when the issue is submitted to the voters. These general obligation bonds count against the City’s debt limit.

5. **Community Improvement District (CID)**

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

Missouri Statutes, “Sections 67.1400 et seq., RSMo,” authorize the creation of Community Improvement Districts (CID). The purpose of a CID is to raise money to provide improvements to a specific area. A CID may be established as either a political subdivision or as a not for profit corporation. If the CID is established as a political subdivision, it is governed by a board of directors that, as specified in the petition, is either elected by the qualified voters in the district or appointed by the City. If the CID is a not-for-profit corporation, the directors are selected in accordance with the provisions of Chapter 355 of the Missouri Statutes.

Missouri Statutes provide a CID with a variety of enumerated powers, including the authority to construct, reconstruct, install, repair, maintain, and equip public improvements including parks and streets. The improvements in a CID organized as a political subdivision or a not for profit corporation may be funded by the imposition of special assessments. If the CID is a political subdivision, the improvements may also be funded by a real property tax levied within the district after approval by a majority of the qualified voters within the district.





6. Neighborhood Improvement District (NID)

Eligible Projects/Programs: Urban Design, Transportation and Infrastructure.

Missouri Statutes, “Sections 67.453 to 67.475 RSMo,” authorize the creation of NIDs. In accordance with Missouri Statutes, particular areas of land may be designated by the local government as a “neighborhood” that will benefit from a particular public improvement or improvements. Land owners within each designated neighborhood must authorize the formation of NIDs either by a vote of approval or by submission of a petition to the local government signed by the owners of record of at least two-thirds by area of all real property located within the proposed district. NIDs proposed by election require the same percentage of affirmative voters of all qualified voters residing within the proposed district as is required for approval of general obligation bonds.

Upon receiving the requisite voter approval or a filing of a petition, the local government may by resolution or ordinance determine the advisability of the specified improvements and order that the district be established. If the NIDs are approved, the local government may authorize the issuance of general obligation bonds to finance construction of improvements. To secure the bonds, a portion of the total cost is assessed against each landowner within the district and the special assessment becomes a tax lien against the property. The method of apportioning assessments among the property owners within the district is established prior to its creation. The bonds may be issued without a vote of the public if the City agrees to rely on existing revenues and surpluses as a source of repayment in the event that the special assessments made against property in the district prove to be insufficient to fund repayment. Bonds issued pursuant to this option do not count against the City’s debt limit, but cannot exceed 10% of the assessed value of tangible property in the City.

7. Transportation Development District (TDD)

Eligible Projects/Programs: Transportation and Related Urban Design.

Missouri Statutes, “Sections 238.207 et seq., RSMo,” authorize the City to create TDDs. The statutorily-stated purpose of TDDs are to fund, promote, plan, design, construct, improve, maintain, and operate one or more transportation projects or to assist in such activity.

TDDs are created by submission of a petition to the circuit court from either 50 registered voters in each county in the district, by owners of real property in the district, or by the City Council. The petition must identify the district’s boundaries, each proposed project, and a proposal for funding the projects. After receipt of a petition and a hearing to determine that the petition complies with the law, the circuit court enters a judgment certifying the questions regarding creation of the district, projects to be developed, and proposed funding for voter approval. If a simple majority of registered voters or property owners included in the district boundaries (depending on the type of petition submitted to request creation of the district) vote in favor, the TDDs are created. If the issue fails, it cannot be re-submitted to the voters again for two years. If approved, an election

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is held within 120 days to elect a board of directors for the district. Once created, TDDs are considered a separate political subdivision of the state with powers such as condemnation, the power to contract with parties, to lease or purchase real or personal property and to sue and be sued.

8. **The Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA)**

Eligible Projects/Programs: Transportation and Related Urban Design.

SAFETEA is the major source of federal funding for all transportation projects in the United States. Several SAFETEA programs offer funding for the type of improvements recommended in this plan including but not limited to:

- 7a. **Transportation Enhancement Program:** provides funding for the transportation-related urban design enhancements.
- 7b. **Recreational Trails Program:** provides funding for the construction of trails.
- 7c. **Safe Routes to School:** provides funding for walkability improvements for the encouragement of walking and biking to school.

9. **Planned Industrial Expansion Authority (PIEA)**

Eligible Projects/Programs: Economic Development and Housing (Abatement)

PIEA is one of the numerous tools available to the Kansas City Economic Development Council for encouraging new job creation through tax abatement, the power of eminent domain, and bond financing for land acquisition, construction and equipment in designated redevelopment areas.

10. **Missouri Historic Tax Credits:**

Eligible Projects/Programs: Economic Development (Historic Rehabilitation)

The Missouri Historic Preservation Tax Credit (MHPTC) program reimburses 25% of eligible historic rehabilitation costs in the form of transferable tax credits. The tax credits are not redeemable until after the eligible expenses have been incurred. Developers can use the credits or sell them at rates approaching face value.

11. **Chapter 353 Incentive (Urban Redevelopment Corporations)**

Eligible Projects/Programs: Urban Design, Transportation, Infrastructure, Housing.

Chapter 353 of the Missouri Statutes, "Sections 353.010 et seq., RSMo," authorize the creation of urban redevelopment corporations for the purpose of redeveloping blighted areas. The urban redevelopment corporation must prepare and submit to the City a development plan for redeveloping an area within the City that is determined to be blighted. If the area is determined to be blighted and the development plan is approved by the City, the urban redevelopment corporation, upon acquisition of title to the property, may receive ad valorem tax abatement for 100% of the value of the improvements to the property for a period of ten years and for 50% for the following 15 years.



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Ad valorem taxes are still assessed and paid with regard to the value of the land only during this 25-year period. The City may enter into a contract with the urban redevelopment corporation to require that payments in lieu of taxes are made and/or to ensure that the development plan is carried out, including the use of the funds available to the corporation as a result of the abatement of taxes.

12. Tax Increment Financing (TIF)

Eligible Projects/Programs: Urban Design, Transportation, Infrastructure, Housing.

The basic concept behind TIF is that the redevelopment of the area approved as a redevelopment district will increase the equalized assessed valuation of the property, thereby generating new revenues to a city that can be used to pay for specified costs of a redevelopment project. These costs may include construction of public facilities within a redevelopment area. Property taxes and other revenues generated by the existing development in a legislatively defined redevelopment district are frozen when the redevelopment is approved by the City Council and the increased property tax and a portion of other revenues generated by the new development are captured and placed in a special fund to pay for the costs of redeveloping the area. Those new property tax revenues are the source of the term “increment,” and they are also referred to as “payments in lieu of taxes” (PILOTs).

In addition to the PILOTs, the development may also capture up to 50% of certain locally imposed taxes (commonly referred to as economic activity taxes or “EATS”) such as local sales, franchise taxes and utility taxes and local earnings taxes to fund project costs. Certain new state revenues (one-half of general state sales tax or one-half of state individual income tax withheld from new employees in the redevelopment area) generated by a redevelopment project may be captured under limited circumstances where the area is blighted and is located in either an enterprise zone, federal empowerment zone, or a central business district or urban core area with at least one 50 year old building and that suffers from 20 year pattern of declining population or property tax revenue. State statutes also authorize bonds to be issued that are paid from the PILOTs and EATs generated in the redevelopment area.

Through the Plan process, participants have requested that any new TIF redirect a percentage of taxes collected to fund neighborhood and housing improvements.

13. Housing Programs

Eligible Projects/Programs: Housing.

To increase home ownership opportunities within the Ruskin Heights and Ruskin Hills neighborhoods, a \$250,000 revolving fund has been set up to purchase and rehab homes to sell to income-eligible families (families whose annual median income is less than 80 percent of the City median). To date, seven houses have been rehabbed under this program. However, it is uncertain if the program will continue. Aside, from this program, few public funds have been spent for housing within the Plan Area. There are a number of



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programs administered by the City and other agencies that would be appropriate within the Plan Area.

Housing programs include:

- 13a. Minor Home Repair Program:** This program provides a grant for income-eligible families so they may fix and maintain their homes.
- 13b. Kansas City Dream Home Program:** This program offers down payment and closing assistance to qualified buyers purchasing home in targeted areas.
- 13c. Urban Renewal Areas:** This incentive program offers tax abatements (up to 10 years) to qualified property owners in targeted areas.
- 13d. KC Housing Asset Recovery Program:** This program provides funding for repairs of homes in Ruskin neighborhoods for income-eligible households.

14. Historic Rehabilitation Tax Credit

Eligible Projects/Programs: Economic Development (Historic Rehabilitation)

There are state and federal programs that provide tax credits for the substantial rehabilitation of historic properties. The program is designed to promote the reuse and retention of historic properties by offsetting some of the expense of rehabilitation. The State tax credit, 25% of the qualifying rehabilitation costs, may be sold directly and serve as a component of the financing for a project. The federal tax credit of 20%, while it cannot be sold directly, will offset the rehabilitation costs of the project. Both tax credits may be used in conjunction with other incentive plans, such as the Low-Income Housing Tax Credit, TIF and 353s.

15. Special Assessment Districts

Eligible Projects/Programs: Urban Design, Transportation, Infrastructure, Housing.

A special assessment district is an area in which property owners voluntarily tax themselves to provide public improvement projects designed to help upgrade the area and establish a district identity. Special Business Districts, Community Improvement Districts and Neighborhood Improvement Districts are three ways of achieving the same goals for property owners. There is widespread interest from business organizations in forming these districts.

16. Urban Renewal Plan Areas (URAs)

Eligible Projects/Programs: Economic Development and Housing.

Urban Renewal Areas (URAs) involve certain areas of the city which have been identified and declared by the Land Clearance for Redevelopment Authority (LCRA) and the City Council of Kansas City, Missouri to be blighted, deteriorated and deteriorating constituting a serious and growing menace injurious to the public health, safety, morals and welfare of the residents of the state. Once designated, these areas will include plans to determine the areas to be conserved and rehabilitated through voluntary action and the regulatory process and that to the greatest extent it determines to be feasible in carrying out the provisions of the LCRA Law.





Implementation Matrix

The Implementation Matrix on the following pages is intended to provide a general reference guide and action plan for key Plan recommendations. The matrix outlines:

- A summary of Key Plan recommendations or actions.
- Lead organization and partners responsible for initiation, oversight and monitoring.
- Applicable financing programs (for identified projects).
- Anticipated time frames:
 - > Short-Term (1-5 Years)
 - > Mid-Term (5-10 Years)
 - > Long-Term (10+ Years)
 - > Ongoing

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Land Use and Development Recommendations	Time Frame	Responsible Entities			
		CITY	Active Partners		
			Private Developers/ Property Owners	Business Community	Residents
a. Use the Plan Urban Design recommendations and Design Guidelines as guide City staff, developers, property owners, business owners, residents, public officials and other applicable development review entities as a framework for future development decisions within the Plan Area.	On-going	*	*	*	*
		*	*		*
b. Work with the City to identify and downzone undeveloped properties within the single-family core of the Plan Area to R7.5 and R-10.	Short-Term	*	*	*	
c. Work with area property and business owners to target, attract and retain businesses in the area.	On-going	*	*	*	*
d. Work with developers to ensure compatibility with surrounding developments and residences in conformance with the Plan Design Guidelines.	On-going	*	*	*	
e. Ensure that the intent of the Land Use and Design Guidelines identified in this plan are conveyed to business owners and developers and will be supported by the residents within the Plan Area.	On-going	*	*	*	
f. Create an overlay district within the "Commercial" areas with open zoning. This new district would allow more control of these areas and oversight of these properties to ensure the uses meet the Plan intent.	Short-Term	*	*	*	



Housing and Neighborhood Recommendations	Time Frame	Responsible Entities			
		City	Active Partners		
			Private Developers/ Property Owners	Business Community	Residents
a. Establish a pilot rental licensing program that will make landlords take responsibility for property maintenance. This program will apply to detached single-family homes in all the neighborhoods.	Short-Term	*	*		*
b. Require an inspection for all foreclosures to be completed before the property is sold to an owner-occupied tenant prior to occupation to ensure that the property meets minimum code standards.	Short-Term	*	*		*
c. Apply to be a Neighborhood Improvement Program (NIP) or similar program to address basic neighborhood needs.	Short-Term	*	*		*
d. Establish a Neighborhood Association or Homes Association for all neighborhoods	Short-Term	*			*
e. Work with local Homes Associations to identify chronic problem areas with illegal dumping and code violations.	On-going	*			*
f. Address code enforcement issues through a targeted approach.	On-going	*	*		*
g. Explore the use of tax abatement and other programs to encourage home ownership.	Mid-Term	*	*		*
h. Proactively identify predatory lending practices. Work with local lending institutions to set up home ownership seminars to educate prospective buyers.	Short-Term	*	*		*
i. Design a workshop to demonstrate the application of the First Suburbs Coalition Idea Book to prospective lending institutions, builders, developers and interested citizens	Short-Term	*	*		*
j. Educate the real estate community about the potential of under utilized neighborhood commercial centers.	On-going	*	*		*
k. Aggressively pursue new markets within distressed neighborhoods including use of business incubators and similar programs to promote new businesses within these area.	On-going	*	*	*	*

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Housing and Neighborhood Recommendations		Time Frame	Responsible Entities			
			City	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
l.	Reward housing projects that foster mixed-income neighborhoods and discourage the concentration of low-income households.	On-going	*	*		
m.	Ensure that economic initiatives are substantially addressing neighborhood revitalization needs. Economic incentives should be targeted to	On-going	*	*	*	*
n.	Investigate the potential use of NIDs or CIDs to fund infrastructure improvements and other services within	On-going	*	*	*	*
o.	Utilize new tax incentive programs such as TIF to fund improvements to housing and infrastructure in adjacent residential areas.	On-going	*	*	*	*
p.	Establish Neighborhood Conservation Districts.	Short-Term	*	*	*	*
q.	Educate lending institutions, realtors, brokers and others about the positive aspects the Plan Area.	On-going	*	*	*	*
r.	Work with Hickman Mills School District, parochial schools and other institutions to support neighborhood outreach.	On-going	*	*	*	*
s.	Identify and complete more detailed plans for neighborhood and district.	On-going	*			*
t.	Work to attract local and non-local private development corporation funding within distressed areas.	On-going	*	*	*	*
u.	Attract a CDC or similar organization with a proven track record and capacity to implement the Plan housing recommendations.	On-going	*	*	*	
v.	Maintain a shared GIS-based database of key neighborhood conditions and trend profiles by neighborhood. Update the Housing Framework map when new census data becomes available	On-going	*	*	*	*





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Urban Design Recommendations		Time Frame	Responsible Entities			
			City	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
a.	Work with the Oversight Committee and local stakeholders to identify and select unique themes for gateways, edges and image streets.	On-going	*	*	*	*
b.	Work with property owners, business owners, residents and other stakeholders within identified districts, commercial areas, mixed use areas and neighborhoods to implement the Plan streetscape recommendations.	On-going	*	*	*	*
c.	Work with the City, utility service providers and adjacent property owners to remove and/or reduce clutter within the public right-of-way.	On-going	*	*	*	
Transportation Recommendations						
a.	Construct collector streets at the developers expense where they currently do not exist as development occurs.	On-going	*	*		
b.	When the 3-Trails Crossing improvements are completed, Commission a traffic study to determine if a reduction in travel lanes or "road diet" is feasible along Bannister Road between I-435 and Hillcrest Road.	Short-term	*	*		
c.	Commission corridor studies to determine if additional lanes are needed along 87th Street, Bannister Road and Longview Road in excess of the Major Street Plan standard are warranted.	On-going	*	*		
d.	Acquire right-of-way (as determined by the Major Street Plan) as development and/or redevelopment occurs to implement the Plan roadway recommendations.	On-going	*	*		
d.	Add Hillcrest Road (between Bannister Road and Red Bridge Road) to the Major Street Plan as a "Secondary Arterial."	Short-term	*			
e.	Add 107th Street (between Hickman Mills Drive and Blue Ridge Boulevard) to the Major Street Plan as a "Secondary Arterial."	Short-term	*			

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Transportation Recommendations		Time Frame	Responsible Entities			
			City	Active Partners		
				Private Developers/ Property Owners	Business Community	Residents
f.	The City and KCATA should conduct a study to explore the feasibility of the identified Rapid Transit Corridor alignment and a potential connection to the 3-Trails Village area	Mid-term	*	*	*	
g.	Work with property owners and business owners to incorporate the Plan transit recommendations.	On-going	*	*	*	
h.	Work with property owners, residents and stakeholders to implement the Plan trail recommendations.	On-going	*	*	*	*
i.	Work with property owners, residents and stakeholders to implement the Plan walkability recommendations.	On-going	*	*	*	*
Infrastructure Recommendations						
a.	Incorporate the Plan Stream Buffer Guidelines into the site review process.	On-going	*	*		
b.	Work with developers and property owners to incorporate the Plan BMP recommendations as appropriate.	On-going	*	*		*
c.	Incorporate the Plan Roadway Drainage Guidelines for all new development, infill development and redevelopment projects.	On-going	*	*		*
d.	Work with the City to coordinate infrastructure improvements.	On-going	*	*	*	*
e.	Upgrade undersized water mains within identified Rehabilitation Areas.	Short-term				
f.	Upgrade undersized water mains within Transitional and Stable areas.	Mid-going	*			*



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Implementation Projects					
Project	Time Frame	Primary Responsibility	Location and Description	Cost	Types
Streetscape Improvements				Potential Funding	
			Retail/Office Areas	Linear Foot	
a.	Mid-Term	City Planning and Development and Public Works	Design and construct streetscape improvements to improve pedestrian connection and develop aesthetic appearance.	\$1,418.00	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Mixed-Use Areas	Linear Foot	
b.	Short-Term	City Planning and Development and Public Works	Design and construct streetscape improvements to improve pedestrian connection and develop aesthetic appearance.	\$977.00	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Residential Areas	Linear Foot	
c.	Long-Term	City Planning and Development and Public Works	Design and construct streetscape improvements to improve pedestrian connection and develop aesthetic appearance.	\$491.00	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			"Old" Hickman Mills Area	Linear Foot	
d.	Short-Term	City Planning and Development and Public Works	Design and construct streetscape improvements to improve pedestrian connection, develop aesthetic appearance and reinforce the area's historic roots.	\$630.00	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
Housing Demonstration Project				Potential Funding	
a.	Long-Term	Public-Private Partnership (led by a designated CDC or other organization)	This project is designed to completely transform an entire block within the identified Rehabilitation Area to demonstrate the impact of improvements within the area.	\$350,000 Start-Up	Private Development Funding in Conjunction with URAs, CDBG, CID, NID, TIF, 353
Water Main Upgrades				Potential Funding	
				Linear	
a.	Short-Term	City Water Services Department	Upgrade undersized water mains within designated Rehabilitation Areas.	\$75.00	City Water Bond, PIAC, CID, NID, TIF, 353
b.	Mid-Term	City Water Services Department	Upgrade undersized water mains within designated Transitional and Stable Areas.	\$75.00	City Water Bond, PIAC, CID, NID, TIF, 353

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Detailed Cost Breakout and Assumptions for Streetscape Improvements in Retail/Office Areas.

ITEM/DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
Curb Demo. & Excavation	1,644	LF	\$10.00	\$16,440.00
C-1 Concrete Curb (3000 psi, 8" width)	1,644	LF	\$18.00	\$29,592.00
Curb Inlet Replacement (5' x 3')	6	EA	\$4,200.00	\$25,200.00
Concrete Sidewalk (3000 psi, unreinforced, 4" depth)	1,100	SY	\$45.00	\$49,500.00
Driveway Curb Cuts (4000 psi, unreinforced, 24' wide avg.)	6	EA	\$2,500.00	\$15,000.00
ADA Ramp Detectable Warning	80	SF	\$30.00	\$2,400.00
Top Soil	70	CY	\$35.00	\$2,450.00
Sod (between sidewalk and back of curb, 5' width)	2,600	SY	\$7.00	\$18,200.00
Shade Tree (3" cal.)	36	EA	\$450.00	\$16,200.00
Ornamental Tree (2" cal.)	6	EA	\$325.00	\$1,950.00
Small Ornamental Shrubs (#3 container)	230	EA	\$40.00	\$9,200.00
Groundcover (4" container)	455	EA	\$15.00	\$6,825.00
Demo. & Excavation	700	SY	\$15.00	\$10,500.00
Concrete Pavement (5000 psi, reinforced, 12" depth)	1,400	SY	\$110.00	\$154,000.00
Concrete Sawing	2,000	LF	\$3.00	\$6,000.00
Stamped Concrete Paving	1,900	SF	\$14.00	\$26,600.00
Striping	2,200	LF	\$7.00	\$15,400.00
Remove Street Lights and Poles	15	EA	\$600.00	\$9,000.00
Street Lights and Poles (80' o.c.)	18	EA	\$5,000.00	\$90,000.00
Pedestrian Lights and Poles (40' o.c.)	36	EA	\$5,000.00	\$180,000.00
Signal Equipment Removal	1	LS	\$50,000.00	\$50,000.00
Install New Traffic Signal	2	EA	\$200,000.00	\$400,000.00
Bench	2	EA	\$1,200.00	\$2,400.00
Waste Receptacle	2	EA	\$800.00	\$1,600.00
Hanging Basket	36	EA	\$600.00	\$21,600.00
Banner	18	EA	\$300.00	\$5,400.00
"Share the Road" Sign	2	EA	\$250.00	\$500.00
TOTAL				\$1,165,957.00
Linear Feet				822
Cost Per Linear Foot				\$1,418.00



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Detailed Cost Breakout and Assumptions for Streetscape Improvements in Mixed-Use Areas.

ITEM/DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
Curb Demo. & Excavation	3,920	LF	\$8.00	\$31,360.00
C-1 Concrete Curb (3000 psi, 8" width)	3,500	LF	\$18.00	\$63,000.00
Curb Inlet Replacement (5' x 3')	9	EA	\$4,200.00	\$37,800.00
Demo. & Excavation	1,100	LF	\$12.00	\$13,200.00
Concrete Sidewalk (3000 psi, unreinforced, 4" depth)	3,050	SY	\$45.00	\$137,250.00
Driveway Curb Cuts (4000 psi, unreinforced, 24' wide avg.)	18	EA	\$2,500.00	\$45,000.00
ADA Ramp Detectable Warning	150	SF	\$30.00	\$4,500.00
Top Soil	75	CY	\$35.00	\$2,625.00
Sod (between sidewalk and back of curb, 5' width)	3,485	SY	\$7.00	\$24,395.00
Shade Tree (3" cal.)	96	EA	\$450.00	\$43,200.00
Ornamental Tree (2" cal.)	7	EA	\$325.00	\$2,275.00
Small Ornamental Shrubs (#3 container)	175	EA	\$40.00	\$7,000.00
Groundcover (4" container)	340	EA	\$15.00	\$5,100.00
Demo. & Excavation	1,245	SY	\$15.00	\$18,675.00
Concrete Pavement (5000 psi, reinforced, 12" depth)	965	SY	\$110.00	\$106,150.00
Concrete Sawing	2,000	LF	\$3.00	\$6,000.00
Stamped Concrete Paving	2,500	SF	\$14.00	\$35,000.00
Striping	7,000	LF	\$7.00	\$49,000.00
Remove Street Lights and Poles	35	EA	\$600.00	\$21,000.00
Street Lights and Poles (80' o.c.)	50	EA	\$5,000.00	\$250,000.00
Pedestrian Lights and Poles (40' o.c.)	100	EA	\$5,000.00	\$500,000.00
Signal Equipment Removal	1	LS	\$50,000.00	\$50,000.00
Install New Traffic Signal	2	EA	\$200,000.00	\$400,000.00
Bench	8	EA	\$1,200.00	\$9,600.00
Waste Receptacle	8	EA	\$800.00	\$6,400.00
Banners	150	EA	\$300.00	\$45,000.00
"Share the Road" Sign	4	EA	\$250.00	\$1,000.00
TOTAL				\$1,914,530.00
Linear Feet				1960
Cost Per Linear Foot				\$977.00



IMPLEMENTATION



Hickman Mills

Detailed Cost Breakout and Assumptions for Streetscape Improvements in Residential Areas.

ITEM/DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
Curb Demo. & Excavation	1,990	LF	\$10.00	\$19,900.00
C-1 Concrete Curb (3000 psi, 8" width)	1,800	LF	\$18.00	\$32,400.00
Curb Inlet Replacement (5' x 3')	8	EA	\$4,200.00	\$33,600.00
Demo. & Excavation	1,330	LF	\$12.00	\$15,960.00
Concrete Sidewalk (3000 psi, unreinforced, 4" depth)	1,330	SY	\$45.00	\$59,850.00
Driveway Curb Cuts (4000 psi, unreinforced, 12' wide avg.)	11	EA	\$1,800.00	\$19,800.00
ADA Ramp Detectable Warning	160	SF	\$30.00	\$4,800.00
Top Soil	60	CY	\$35.00	\$2,100.00
Sod (between sidewalk and back of curb, 5' width)	1,700	SY	\$7.00	\$11,900.00
Shade Tree (3" cal.)	50	EA	\$450.00	\$22,500.00
Ornamental Tree (2" cal.)	3	EA	\$325.00	\$975.00
Small Ornamental Shrubs (#3 container)	115	EA	\$40.00	\$4,600.00
Groundcover (4" container)	40	EA	\$15.00	\$600.00
Demo. & Excavation	200	SY	\$15.00	\$3,000.00
Stamped Concrete Paving	345	SF	\$14.00	\$4,830.00
Striped Crosswalk	11	EA	\$500.00	\$5,500.00
Striping	3,500	LF	\$7.00	\$24,500.00
Remove Street Lights and Poles	15	EA	\$600.00	\$9,000.00
Street Lights and Poles (80' o.c.)	24	EA	\$5,000.00	\$120,000.00
Banners	24	EA	\$300.00	\$7,200.00
"Share the Road" Sign	2	EA	\$250.00	\$500.00
TOTAL				\$403,515.00
Linear Feet			995	
Cost Per Linear Foot				\$406.00



Detailed Cost Breakout and Assumptions for Streetscape Improvements in the "Old" Hickman Mills Area.

ITEM/DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
Curb Demo. & Excavation	3,150	LF	\$10.00	\$31,500.00
C-1 Concrete Curb (3000 psi, 8" width)	2,900	LF	\$18.00	\$52,200.00
Curb Inlet Replacement (5' x 3')	8	EA	\$4,200.00	\$33,600.00
Concrete Sidewalk (3000 psi, unreinforced, 4" depth)	1,400	SY	\$45.00	\$63,000.00
Excavation for Structural Soil	1,500	SY	\$5.00	\$7,500.00
Driveway Curb Cuts (4000 psi, unreinforced, 24' wide avg.)	6	EA	\$2,500.00	\$15,000.00
Driveway Curb Cuts (4000 psi, unreinforced, 12' wide avg.)	8	EA	\$1,800.00	\$14,400.00
Structural Soil	1,800	CY	\$75.00	\$135,000.00
Brick Pavers	13,500	SF	\$20.00	\$270,000.00
ADA Ramp Detectable Warning	170	SF	\$30.00	\$5,100.00
Shade Tree (3" cal.)	60	EA	\$450.00	\$27,000.00
Ornamental Tree (2" cal.)	18	EA	\$325.00	\$5,850.00
Demo. & Excavation	200	SY	\$15.00	\$3,000.00
Stamped Concrete Paving	1,800	SF	\$14.00	\$25,200.00
Striping	3,150	LF	\$7.00	\$22,050.00
Remove Street Lights and Poles	10	EA	\$600.00	\$6,000.00
Pedestrian Lights and Poles (40' o.c.)	80	EA	\$7,000.00	\$560,000.00
Bench	12	EA	\$1,200.00	\$14,400.00
Waste Receptacle	8	EA	\$800.00	\$6,400.00
Banners	160	EA	\$300.00	\$48,000.00
TOTAL				\$993,000.00
Linear Feet				1575
Cost Per Linear Foot				\$630.00

IMPLEMENTATION



Hickman Mills

Implementation Projects					
Project	Time Frame	Primary Responsibility	Location and Description	Cost	Types
Walkability Improvements				Potential Funding	
			Ruskin High School		
a1.	Short-Term	City Public Works Department and the Hickman Mills School District	Install sidewalks on the south side of 111th Street between Ruskin Way and Blue Ridge Boulevard.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
a2.	Short-Term	City Public Works Department and the Hickman Mills School District	Install sidewalks on the east side of Ruskin Way between 111th Street and Blue Ridge Boulevard.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
a3.	Short-Term	City Public Works Department and the Hickman Mills School District	Establish sidewalk connections within the School.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
a4.	Short-Term	City Public Works Department and the Hickman Mills School District	Place "School Zone" signs on streets around High School.	\$100-\$120/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
a5.	Short-Term	City Public Works Department and the Hickman Mills School District	Improve signalized street crossings on Blue Ridge Boulevard and 111th Street.		PIAC, CID, NID, TIF, 353, TDD, SAFETEA
a6.	Short-Term	City Public Works Department and the Hickman Mills School District	Construct crosswalks at 111th Street and Ruskin Way with pedestrian refuge islands.		PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Ruskin Heights Shopping Center (Future Mixed-Use Activity Center)		
b1.	Short-Term	City Public Works Department	Install sidewalks on the west side of Blue Ridge Boulevard between 111th Street and 114th Street.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
b2.	Short-Term	City Public Works Department	Repair and fill sidewalk gaps on the east side of Blue Ridge Boulevard between 111th Street and 114th Street.	\$8-\$10/ LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
b3.	Short-Term	Private Developer	Install sidewalk connections within the shopping center.	\$8-\$10 / LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
b4.	Short-Term	City Public Works Department	Signalize street crossings on Blue Ridge Boulevard and Red Bridge Road should be improved.		PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Loma Vista Shops (Neighborhood Activity)		
b5.	Short-Term	City Public Works Department	Install sidewalks on both sides of 87th Street between James A. Reed Road and Bristol Avenue.	\$8-\$10 / LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
b6.	Short-Term	City Public Works Department	Install sidewalks on west side and fill in sidewalk gaps on the east side of Blue Ridge Boulevard south of 87th Street up to 93rd Street.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA





Hickman Mills

Implementation Projects					
Project	Time Frame	Primary Responsibility	Location and Description	Cost	Types
Walkability Improvements				Potential Funding	
			Loma Vista Shops (Neighborhood Activity)		
b7.	Short-Term	City Public Works Department	Install sidewalks along both sides of Santa Fe Road south of 87th Street up to the Santa Fe trail connection.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
b8.	Short-Term	Private Developer	Construct sidewalk connections within the shopping center.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
b9.	Short-Term	City Public Works Department	Signalize street crossings on Blue Ridge Boulevard and 87th Street.		PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Historic "Old" Hickman Mills District (Future Mixed-Use and Multimodal Transportation Center)		
c1.	Short-Term	City Public Works Department	Install sidewalks along both sides of Hillcrest Road and Hickman Mills Drive between Longview Road and 107th Street.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
c2.	Short-Term	City Public Works Department	Install sidewalks along both sides of Red Bridge Road between US-71 and Blue Ridge Boulevard.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
c3.	Short-Term	City Public Works Department	Improve signalized street intersections on Red Bridge Road, Hillcrest Road, and Hickman Mills Drive.		PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Longview Shopping Center (Neighborhood Activity Center)		
d1.	Short-Term	City Public Works Department	Install sidewalks along both sides of Longview Road between Blue Ridge Boulevard and Food Lane.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
d2.	Short-Term	City Public Works Department	Install sidewalks along both sides of Blue Ridge Boulevard between Longview Road and Fremont Avenue.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
d3.	Short-Term	City Public Works Department	Install sidewalks along the west side of Blue Ridge Boulevard north of Longview Road up to 114th Street.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
d4.	Short-Term	Private Developer	Construct sidewalk connections within the shopping center.	\$8-\$10 LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA

IMPLEMENTATION



Hickman Mills

Implementation Projects					
Project	Time Frame	Primary Responsibility	Location and Description	Cost	Types
Walkability Improvements			Potential Funding		
			Bannister Park / Harry S. Truman School (Recreational Site)		
e1.	Short-Term	City Public Works Department	Install sidewalks along both sides of Overhill Road.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
e2.	Short-Term	Parks and Recreation Department	Explore the opportunities for pedestrian access / connections to the park from Overhill Road.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Hillcrest Community Center/ Jerry Darter Park (Recreational Site)		
f1.	Short-Term	City Public Works Department	Fill sidewalk gaps on Hillcrest Road between 100th Street and	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
f2.	Short-Term	City Public Works Department	Construct sidewalk connections within the community center/	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Schumacher Park / Santa Fe National Historic Trail Marker (Recreational Site)		
g1.	Short-Term	City Public Works Department	Install/fill sidewalk gaps along 93rd Street between Hillcrest Road and Old Santa Fe Road.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
g2.	Short-Term	3-Trails CID	Construct a segment of the historic "3-Trails" trail along 93rd Street.	\$12-\$15/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Hickman Mills High School (Institutional Site)		
h1.	Mid-Term	City Public Works Department and the Hickman Mills School District	Install sidewalks along the west side and fill in sidewalk gaps on the east side of Eastern Street between Blue Ridge Boulevard and the Santa Fe Trail connection.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
h2.	Mid-Term	City Public Works Department and the Hickman Mills School District	Install sidewalks along both sides of the Old Santa Fe Road between 92nd Street and Eastern Avenue.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
h3.	Mid-Term	City Public Works Department and the Hickman Mills School District	Place "School Zone" signs on streets around Hickman Mills High School.	\$100-\$120/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
h4.	Mid-Term	City Public Works Department and the Hickman Mills School District	Construct a crosswalk across Old Santa Fe Road at the entrance of the school.	\$1,000-\$1,200/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA



Hickman Mills

Implementation Projects					
Project	Time Frame	Primary Responsibility	Location and Description	Cost	Types
Walkability Improvements			Potential Funding		
			Hickman Mills High School (Institutional Site)		
h5.	Mid-Term	City Public Works Department and the Hickman Mills School District	Improve the Eastern Avenue and Old Santa Fe Road intersection.	\$50,000	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Archbishop O'Hara High School (Institutional Site)		
i1.	Mid-Term	City Public Works Department	Fill sidewalk gaps on James A. Reed Road.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
i2.	Mid-Term	City Public Works Department	Place "School Zone" signs on James A. Reed Road.	\$100-\$120	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
i3.	Mid-Term	City Public Works Department	Explore pedestrian crossings on James A. Reed Road.	\$1,000-\$1,200	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			James A. Reed Park (Recreational Site)		
j1.	Mid-Term	City Public Works Department	Fill sidewalk gaps on James A. Reed Road between 87th Street and 91st Street.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
j2.	Mid-Term	City Public Works Department	Explore pedestrian crossings on James A. Reed Road to provide access to the park.	\$1,000-\$1,200/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Clark Ketterman Athletic Field (Recreational Site)		
k1.	Mid-Term	City Public Works Department	Install sidewalks along both sides of 107th Street between Blue Ridge Boulevard and West Longview Parkway.	\$8-\$10 / LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
k2.	Mid-Term	Parks and Recreation Department	Construct sidewalk connections along internal drives inside Clark Ketterman Athletic Field.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
k3.	Mid-Term	City Public Works Department	Explore a mid-block crossing on 107th Street.	\$1,000-\$1,200/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Bannister Mall/Benjamin Plaza (Commercial Site - Future Mixed-Use & Multimodal Transportation Center)		
l1.	Long-Term	3-Trails CID and City Public Works Department	Construct sidewalk or trail connection on north side of Bannister Road between Hillcrest Road and Marion Park Drive.	\$8-\$10/LF or \$12-\$15 /LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
l2.	Long-Term	3-Trails CID and City Public Works Department	Improve all signalized crossings on Bannister Road and Hillcrest Road.	\$50,000 ea.	PIAC, CID, NID, TIF, 353, TDD, SAFETEA

IMPLEMENTATION



Implementation Projects					
Project	Time Frame	Primary Responsibility	Location and Description	Cost	Types
Walkability Improvements				Potential Funding	
			Bannister Mall/Benjamin Plaza (Commercial Site - Future Mixed-Use & Multi-Modal Transportation Center)		
l3.	Long-Term	3-Trails CID and City Public Works Department	A roundabout is proposed at the intersection of Hillcrest Road and 93rd Street, which would facilitate street crossing.	\$900,000	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
l4.	Long-Term	3-Trails CID and City Public Works Department	Establish pedestrian connections through all parking areas to provide direct pedestrian access from the public sidewalk to building entrances.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
l5.	Long-Term	3-Trails CID and City Public Works Department	Explore mid-block crossings on Hillcrest Road.	\$1,000-\$1,200/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Robandee Shopping Center (Neighborhood Activity Center)		
m1.	Long-Term	City Public Works Department	Install sidewalks along the east side of James A. Reed Road between 93rd Street and Bannister Road and along the west side of James A. Reed Road between 91st Street and Bannister Road.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
m2.	Long-Term	City Public Works Department	Repair existing deteriorating sidewalks on James A. Reed Road between 91st Street and Bannister Road.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
m3.	Long-Term	City Public Works Department	Install sidewalks along both sides of Bannister Road between James A. Reed Road and West Longview Parkway, and along the south of Bannister Road between Manchester Avenue and James A. Reed Road.	\$8-\$10/ LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
m4.	Long-Term	Private Developer	Construct sidewalk connections within the shopping center.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
m5.	Long-Term	City Public Works Department	Improve signalized street crossings on James A. Reed Road and Bannister Road.	\$50,000 ea.	PIAC, CID, NID, TIF, 353, TDD, SAFETEA



Implementation Projects					
Project	Time Frame	Primary Responsibility	Location and Description	Cost	Types
Walkability Improvements				Potential Funding	
			Robandee Shopping Center (Neighborhood Activity Center)		
m7.	Long-Term	City Public Works Department	Install pedestrian crossing on Holiday Drive between Blue Ridge Boulevard and 116th Street.	\$1,000-\$1,200/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
			Crest Shopping Center (Neighborhood Activity Center)		
n1.	Long-Term	City Public Works Department	Install sidewalks along both sides of Hickman Mills Drive south of Longview Road.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA
n2.	Long-Term	Private Developer	Establish sidewalk connections within the shopping center.	\$8-\$10/LF	PIAC, CID, NID, TIF, 353, TDD, SAFETEA

IMPLEMENTATION

Decision-Making Criteria

A major role of the Plan is to provide a basis for decision-making based upon the vision identified through the process. The decision making criteria is intended to be used as a quick reference guide for decision-makers when reviewing development applications within the Plan Area:

- A. Is the proposed project compatible with existing uses in terms of:
 - > design, density; massing; and scale (see Design Guidelines, pages 11-18).
- B. Does the proposed development or action promote quality development through incorporation of:
 - > quality materials and architectural details (see Design Guidelines, pages 11-18).
- C. Does the proposed development or action enhance the existing character of the area through the integration of:
 - > pedestrian amenities, ample landscaping and lighting.
- D. Does the proposed development or action improve economic conditions within the area by:
 - > creating jobs - local jobs are preferred; (Commercial/Office and Industrial Development); and/or
 - > introducing housing products that serve the needs of multiple demographic groups through rehabilitation of existing housing stock and/or new infill and/or greenfield construction.
- E. Is the proposed development or action environmentally sustainable in terms of:
 - > use of sustainable “green” materials;
 - > incorporation of energy conservation products; and
 - > preservation of stream buffers and integration of green roofs, rain gardens and other storm water BMPs.
- F. Does the project improve neighborhood health by:
 - > encouraging increased home ownership;
 - > reducing vacancies;
 - > integrating crime prevention through environmental design principles; and
 - > improving neighborhood housing conditions.
- G. Does the project improve the transportation network and enhance multi-modal choices by:
 - > providing “economical streets”; and
 - > improving connectivity through implementation of the Plan roadway recommendations.
 - > enhancing the level of service for pedestrians, bicyclists and transit users.
- H. Does the project improve basic infrastructure by:
 - > upgrading water mains and sanitary sewer service;
 - > constructing or upgrading sidewalks to improve walkability.



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APPENDIX

glossary of terms

The following is a glossary of selected terms referenced in the Hickman Mills Area Plan.

Activity Centers: Areas with a concentration of attractions and activities, which may include any combination of offices, manufacturing facilities, retail stores, residences, institutions, entertainment and recreation.

Arterial Street: Roadway designed for large traffic volumes and moderate- to high-speed travel, providing access through and around cities and regions and/or linking major activity centers within the city. Arterials are classified as primary or secondary according to the volume of traffic conveyed. See “Primary Arterial” and “Secondary Arterial.”

Bioretention: A water quality practice that utilizes landscaping and soils to treat storm water runoff by collecting it in shallow depressions and then filtering it through a planting soil.

Board of Parks and Recreation: The five-member board appointed by the Mayor to review parks and recreation planning and program implementation for the city.

Cistern: A receptacle for catching and holding rain water.

City Plan Commission: An eight-member commission appointed by the Mayor to oversee the planning and development of the city. The Commission’s role and function is to make recommendations to the City Council concerning planning and zoning matters. On rezoning cases, subdivisions, area or neighborhood plans, and most planning activities, the Commission must hold public hearings and submit a recommendation to the City Council on development cases.

Community Development Block Grant (CDBG): See page 66 for a description.

Community Improvement District (CID): See page 67 for description.

Community Policing: Program linking police with neighborhoods and social service agencies in an effort to increase positive and preventive citizen-police contact and interaction, reduce crime and increase visibility and service.





Design Guidelines: A set of policy statements used to direct or guide the external features of a development, as well as the relationships within the development site and between the development and adjacent uses, in order to promote quality places.

Development Pattern: Configuration or organization of the built environment.

Economic Development Corporation (EDC): A private, not-for-profit corporation serving as Kansas City's primary economic development organization. This umbrella organization, with several affiliate organizations, works to promote economic development, facilitate redevelopment and provide business retention services for Kansas City.

Filter Strip: A vegetated boundary characterized by uniform mild slopes. Filter strips may be provided downgradient of developed tracts to trap sediment and sediment-borne pollutants and to reduce imperviousness.

Floodplain: Areas that are flooded periodically by the lateral overflow of rivers, streams and creeks.

FOCUS: "Forging Our Comprehensive Urban Strategy" or *FOCUS*, is the name of Kansas City, Missouri's Strategic and Comprehensive Plan.

Gateway: Major point of entry into the Plan Area, or particular part of the Plan Area, such as a business district or neighborhood.

Great Streets: A concept that promotes the concentration of new development and/or rehabilitation activity along specific corridors linking key activities centers across the community.

Identity: The distinguishing character or elements of a place, neighborhood, commercial area or district. See also "Sense of Place."

Incentive: Inducement provided by government to encourage development of a certain type or in a certain area. Examples include tax abatement, tax reduction, power to condemn and acquire property, density bonuses, etc. The term "highest incentive" is used in the *FOCUS Kansas City Plan* to indicate the most significant incentives, to be offered to businesses or developers who meet a specific list of criteria.

Infill Development: Development of vacant or under utilized properties within predominantly built up areas.

Infiltration: The downward movement of water from the surface of the land to subsoil.

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Hickman Mills

Infrastructure: The basic facilities and equipment necessary for the effective functioning of a city, such as the means of providing water service, sewage disposal, telephone service, electric and gas connections, and the street network.

Kansas City Area Transit Authority (KCATA): Metropolitan organization in the Kansas City area responsible for providing public transportation.

Land Use: A description and classification of how land is occupied or utilized, e.g., residential, office, parks, industrial, commercial, etc.

Land Use Regulations: Ordinances and laws which govern and direct development of land in a city. Examples include Zoning and Subdivision Regulations.

Major Street Plan: Official public document outlining the network of existing and proposed freeways, interstate highways, expressways, primary and secondary arterials, parkways and boulevards required to support the current and future development of Kansas City. The first *Major Street Plan* was adopted by the City Council in 1971.

Metropolitan (Metro) Area: The five-county metropolitan area used by the City Planning and Development Department to define and describe greater Kansas City in FOCUS background reports. The counties included are: Jackson, Clay and Platte in Missouri and Johnson and Wyandotte in Kansas.

Metropolitan Statistical Area (MSA): The eleven-county metropolitan statistical area defined by the US Census Bureau to describe a broader metropolitan area for analysis and reporting. The Kansas City MSA counties included are: Jackson, Clay, Platte, Cass, Ray, Clinton and Lafayette in Missouri and Johnson, Leavenworth, Wyandotte and Miami in Kansas.

Mixed-Use: A land use type which recognizes that many uses and activities are compatible and can be co-mingled to promote physical development at a human scale. Mixed-use allows the integration of commercial, retail, office, and housing.



Multi-Modal Transportation: A transportation system using a variety of travel modes to transport people and goods. Components of this system include vehicular roadways, transit (bus, rail), bikeways, pedestrian paths (sidewalks, trails), freight railways and airplanes.

Native Plant: A plant that naturally occurs in an area.

Neighborhood Assessment: A process for neighborhoods to identify priorities and improvement strategies according to their neighborhood type. The four neighborhood types, as defined in the FOCUS *Neighborhood Prototypes Plan*, are conservation, stabilization, redevelopment, and developing.

Neighborhood Improvement District (NID): See page 68 for a complete description.

Nodal Development: Pattern of development in which the most intense uses are located at the intersection of major streets, roadways and transit corridors and also in areas surrounding a transit station or transit stop. See also “Activity Centers.”

Open Zoning District: Zoning districts which do not require the review and approval of development plans by the City Council prior to obtaining a building permit. See also “Planned Zoning District.”

Pedestrian-Oriented Development: Development which provides facilities for walking and encourages pedestrian use, designed to make movement on foot attractive and comfortable and to reduce the dependence on motorized vehicles for short trips.

Planned Zoning District: Zoning designations that allow development as specifically depicted on plans approved by the City Council as part of the zoning process. Development in areas requiring planned zoning is subject to additional criteria and regulations specific to the district, and review and approval by the City Planning and Development Department.”

Primary Arterial: Streets intended to move through traffic while accommodating major access points from abutting properties.

Property Maintenance Code: Part of the City’s Code of General Ordinances that set standards for the maintenance and rehabilitation of properties to ensure public health, safety and welfare and to upgrade neighborhoods.

Public Improvement Advisory Committee (PIAC): See page 66 for a complete description.

Rain Garden: A small depression planted with native wetland and prairie vegetation.

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Rezoning: Process by which the authorized use of a property is changed or modified. The City Council, upon recommendation for the City Plan Commission, is authorized to change the zoning of any property within the city as long as the action is justified by public necessity, convenience or general welfare.

Road Diet: The reduction of a roadway's width or lanes to accommodate improvements such as bike lanes, sidewalks, trails, landscape, streetscape, public art, etc.

Secondary Arterial: Provides access for one or more neighborhoods to various activity centers through the Plan Area and adjacent neighborhoods.

Sense of Place: The sum of attributes of a locality, neighborhood or property that give it a unique and distinctive character.

Septic System: An on-site system designed to treat and dispose of domestic sewage. A typical septic system consists of a tank (septic tank) and a system of tile lines or a pit for disposal of the liquid effluent (sludge) that remains after decomposition of the solids by bacteria in the tank. A septic system must be pumped out periodically.

Signage: Display boards or surfaces used for directions, identification, instructions, or advertising; usually consists of lettering, pictures, diagrams, decoration, etc., often in combination, on a contrasting background surface.

Streetscape: The environment along a street in an urbanized area, typically within the public right-of-way. Streetscape elements include the roadway, medians and associated landscaping, fountains, sculptures, sidewalks, on-street parking, street lighting, pedestrian lighting, traffic signals, signage, benches, trash containers, newspaper and other vending machines, bus shelters and other features within the area of the right-of-way.

Storm Water Best Management Practices or BMPs: Innovative strategies and techniques for achieving a desired storm water benefit, such as infiltration or improved water quality.

Subdivision: Land, vacant or improved, which is divided or proposed to be divided into two or more lots, parcels, sites, units, plots for the purpose of sale, lease or development.



Sustainability: An approach to design, development and management of community, which does not compromise the environment or the ability of future generations.

Tax Increment Financing (TIF): See page 70 for a complete description.

Transit: Term used in reference to public transportation, including buses, light rail, commuter rail and others.

Major Transit Center: Large transit stop areas designed to serve multiple routes and/or transit modes.

Transit-Oriented Development (TOD): Development and land uses which support and encourage public transportation. Buildings may provide minimum areas for parking; ancillary support uses for transit, such as a waiting area or ticket purchase station; pedestrian friendly streetscape and street furniture; and multiple uses within a building.

Zoning: Mechanism through which cities regulate the location, size and use of properties and buildings. These regulations are designed to promote the health, safety, morals or general welfare of the community; to lessen congestion in streets; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewer, schools, parks and other public requirements.